

## Online Crew Report

12/5/03 JD McHenry Conductor/Brakeman Battle Ground, WA.

I tried to temp to Kenard Burchette's, Dewy Deroeche's, and Jay Schollmeyer's pool turn vacancies on tuesday, 12/2/03. The computer would not let me, so I talked to the crew caller, who was not able to do anything, they transfered me to the bump administrator,(Barbara and Keri), they would not let me. So I tried on wednesday also, again with no luck. On Thursday I saw a Mr. Hanzel temped to Schollmeyer's turn. So I called the crew caller, who could not do anything for me, transfered me to the bump administrator, who explained to me that since these people who own these turns came back for a day then layed off again with out working, it start's the 7 day rule again. When they saw Mr. Hanzel on the temp (per LC Madrid), I guess they then assumed it was legal, and I convinced them to allow me to bump him, on Thursday, 12/04/03.

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12/5/03 JA Ross Conductor/Brakeman Vancouver, WA

Recieved automated on duty call on 12-05-03 for IVAWPAS as brakeman on duty at 1600 was notified at 1450. Continuous short calls blamed on the computer this one only 1hr 10min. Thanks, Jim.

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11/28/03 R Luck Conductor/Brakeman Minot, ND

Though I have contacted the crew office numerous times about the crews being put on the board in wrong order, they continue to place the crews in the wrong order, and call them out in the wrong order. For example: 11/28/03 they called crew M10 at 0200 and crew M9 at 0715. And then again the same day they run crew 22 around M21. This happens every day and must be corrected. We bring it to the crew offices attention, but they still do not correct the order.

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11/23/03 TL McDonald Conductor Vancouver, WA

As per Mr. Smiths reading of the OE agreemnt, I was doing exactly as required. I was trying, at 9:15pm on Sunday night, to mark up to be available for 663 Monday evening about 7:00pm, this 22 hours in advance of my expected on duty time. Perhaps the notification should have been exactly 12 hours, or whatever other excuse they can come up with to justify a system that don't work.

Thanks, Terry

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11/20/03 Richard Madrid Conductor/Brakeman Vancouver,WA

On the 18th of Nov 2003, Mr G. N. Gonzales was called on the day his rest cycle was scheduled to begin call time 0215, Mr Gonzales answered the phone and it was the crew caller Matt giving him a call for duty after 1201 AM on the 18th. Mr Gonzales informed the crew caller hi was going on rest cycle and hung up. After he hung up the crew Office called he five more times for trains and threatened him with missed calls. I called Bobbie Smith at crew support and he was already informed of the situation and after I taked to him he called Mr Gonzales at home and offered an apology. Mr Gonzales was interrupted on his rest cycle, this has to come to a stop and fixed

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11/16/03 G.B. Snyder Conductor Klamath Falls OR

On two occasions I have been auto marked up by the crew desk when laid off union business resulting in two lay off on calls, and tonight 11-16-03 coming off vacation I called to make sure they would not auto mark me up acct. we have election results on Tues. the 18th and I have called the crew desk on not less than two occasions and been put on hold in excess for 10 minutes only to be hung up on! I think you would agree this is Intolerable ???

Thanks,  
G.B. Snyder

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11/16/03 TL McDonald Conductor Vancouver, WA

John;

On Sunday November 16th at 2:10pm I called the VRU to mark up in case they ran a 663. The computer would not let me. I got a hold of a real person and he said he would take care of it. He said he would have to call me for work in the computer and then bust the call to make it work. This seems to be a scenario that is filled with possible dangers. I can envision being written up for either missing a call or for laying off on call when the crew dispatcher must use these extraordinary measures to circumvent a screwed up program.

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11/11/03 Jim Henderson Conductor/Brakeman Vancouver WA

At 7pm this evening, 11/09/03 I called the crew office and talked to crew calling specialist. I wanted to place myself on the night garbage as conductor. The job was up for bid while I was on vacation. I layed off on 10/31/03, the friday before my vacation. The job was posted on that day. It was awarded to Mel Dees who is junior to me as a conductor. I was told by the crew specilist that he could not allow me to place myself until I came off vacation at midnight. He said the software would not allow him to do it. The job is do to be called shortly after midnight and I'll loose a trip. He told me to call after midnight. Any help you can give in this matter will be greatly appreciated. Thanks, Jim Henderson

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11/11/03 Patrick Devine Conductor/Brakeman Grand Forks N.D.

I laid off fatigued at 0030 hours. I tried to mark up prior to the 24 hours being served. Being as i was tired and wanted rest i didn't want to get up a night just to mark up. I was unable to mark up until exactly 24 hours being up. Then i tried to mark to a tv and it took 35 more minutes. I almost laid off fatigued again. If any one is addressing these automated crew office i would like to now to whom i could report the many violations.Thank YouPatrick Devine

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11/4/03 Stan Haase Conductor/Brakeman Vancouver, WA

On 11-1-03 at 2359 I was auto released from a TVA on Bd 200 VAW EC04, at 1213 the following afternoon this vacancy was extended to 11/05 however I was already called for a Wishram flip on duty at 1210. M.K. Thurman worked the pool vacancy. On 11/03 I noticed that B.W. Hanzl had marked onto the EC04 vacancy which was now on the way back from Pasco so I decided to lift him off and go back where I was two days prior since this TVA was good for at least 1 more trip. Of course the computer would have none of this so I called the crew office and "Daryl" informed me that I could not place myself on this vacancy because it was out of town and I had to wait until it got back. His attitude was that if the program does not accept the move it is illegal because the union reps have told the programmers how they want it to work so that is that. Rather than argue I waited a few hours then spoke to a different crew caller who was very quick, professional and courteous and she had no problem placing me onto the TVA.

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11/4/03 Stan Haase Conductor/Brakeman Vancouver, WA

On 11/2/2003 I worked the H EVEBAR to Wishram and upon arrival I had instructions to work the H BARVAW back to Vancouver. At Wishram between (1700 and 1900) it took 45 minutes on hold before a live person answered then another 30 minutes to get tied-up and generate a new call slip to facilitate the return to home terminal.

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10/26/03 SA Hill Engineer Vancouver WA

In the 61 pool at Vancouver, it was the time for 6101 to be called for the ZPTLCHC on 102603 at 0200. Instead, the 6102 car was called with Engr. Ferguson and Cdr. Toney. Since it was not their time to work, neither answered the phone. Both were put down for a missed call, and the turn was filled by the XBDs. This trip should have belonged to SA Hill and JE Mus on the 6101 car. Both employees missed a round trip to Pasco, and had a missed call put on their records (later ammended per union officers).

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10/26/03 S.E. Haase Conductor/Brakeman Vancouver, Washington

On Saturday 10/25/2003 I spent over 35 minutes on the phone trying to mark onto a TVA. From 1900 to 1920 mostly on hold then after a brief verbal exchange I lost my cell signal and spent another 20 minutes (1920 - 1935) again mostly on hold listening to bad music. After 35 minutes I did achieve success however this is typical of my experiences calling the crew desk.

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10/26/03 JD Bennett Conductor/Brakeman Vancouver WA

Am assigned to the 6501 assigned car. My call window is 1030-1630, which means I need to protect the phone from 0900-1500. On 102103, I was called by autocall at 1500 for an on duty time of 1700. This means the call was in the call window, but for an on duty time outside the call window. What can I do? I must protect the call during the window, but the on duty time is outside the call window, but I have already answered the phone.

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10/26/03 RE Etienne Engineer Vancouver WA

Was woken up by auto call at 0140 on 102603 for a train call. As soon as I inputted my employee number, the computer crashed for the time change (20 minutes early), and I was left without my train call. I spent 20 minutes trying to get hold of a live human being, but no luck. Got disconnected each time. Couldn't get hold of the Pasco trainmaster either, finally, Pasco yardmaster gave me my call. It was only after another hour that the crew desk called me to make sure I got my call. My Cdr. also received a partial call, and while browsing auto call, there are no records for any auto call for our train ZHCPTL OD Pasco 0140.

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10/26/03 TL McDonald Conductor Vancouver, WA

10/26/03, I marked up to work my rest days around noon. The crew dispatcher acknowledged my request. About 15 minutes later I called the VRU to check if the crew dispatcher had done as she said she would and it said I was marked up, rested, first out, and stood to be called around 1900.

This evening at 1850 I called the Vancouver Yardmaster and he said 663 was on duty at 1930. I called the crew caller to see what happened. He explained that apparently there is a hand written "to do list" and that while the the crew dispatcher did mark me up, they did not take my name off the "to do list" which apparently sets up our automatic days off. So... the next crew dispatcher seeing my name still on the "to do list" to have my rest days, marked me off. So I miss another trip which will probably take two to three months to get paid. I don't know what else I could of done to make this work, and its getting damn irritating.

See what you can do.

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10/26/03 VT Smith Engineer Vancouver WA.

Auto call for PASVAW at Pasco on 1022 at 2320. Auto call did not call me, but showed me on duty at Pasco anyway. Browse of auto call records show the call did not go through, but crew considered me as being called. I was woken up by Cdr. for work.

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10/25/03 mike surina Conductor/Brakeman

Laid off sick at about 2:00 on friday the 24th of October and was suppose to be marked up at 2:00 on Saturday the 25th. Checked the computer at 5:30 to see how many times out I was and found myself not marked up. Looked at employee profile and showed that I was suppose to be marked up at 2:00, but was not.

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10/22/03 Micky Albaugh Conductor Grand Forks MN

I was working LTW I 8361-22A, Drayton Local. Pone call @ house @2100, 10-22-03. URV notifying me of bump @ 9:46 a.m. on 10-22-03. No bump notice @ grafton before tie up @ 1800 on 10-22-03.

I talked to the crew caller @2100 when VRU called my house, transferto administrator, then to caller, then to administrator who I then told him of outlying point bump and that I took the notification @ 2100 on 1-0-22-03.

I was then called @ 0837 on 10-23-03 and informed that I was bumped off the job that I had been bumped from on 10-22-03, the job that I had taken a notification on 10-22-03 @ 2100.

Micky Albaugh

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9/22/03 Harvey Bailey Engineer Vancouver WA

Caleed for train D-PTLPAS2-22A on duty @ 12:35 p.m. Called @11:28 approx 1/2 hour late.

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9/3/03 ROB KANGAS Conductor/Brakeman PORTLAND, OREGON

ON A RECENT ROUND TRIP TO PASCO ON 9/1 & 9/2 I WAS CONTACTED BY AUTOMATED CREW CALLER FOR TRIP TO PASCO WITH A 2 HOUR AND 12 MINUTE CALL AT 0538, ON DUTY AT 0750....MY RETURN TRIP FROM PASCO I WAS BACK ON DUTY ON MY 8 HOUR REST....THE CALL WAS AT 2241 WITH A 0120 ON DUTY TIME. WERE SUPPOSED TO BE RESTED TO WORK AND BOTH OF THESE CALLS COULD & SHOULD HAVE BEEN MADE WITH A BETTER TIME PERIOD GIVNG ME MORE TIME TO GET REST.

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8/14/03 Harvey Bailey Engineer Vancouver , WA

late call @ a.f.h.t. Called for train m-pasinb1-11a on duty @ 12:45 p.m. First call by automated system @ 11:17 (I was in the restaraunt). Second call @ 11:20(automated). Third call on cell phone @ 11:55 for 12:45 on duty time. I told the crew caller, all they had to do was call my cell phone and i would have been able to take the call 30 minutes earlier.

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7/30/03 Mike Hager Conductor/Brakeman Grand Forks ND 58201

At 2340 called the crew office. marked up in the vru 2348. was on phone for 15 mins wateing for some one to answer. hung up and called in again and did not get right caller and call the cheif and and got voice mail. then get a call that he bumped a seinor person. so Mike called back to get it stright. and at 0015 it was all setteled. Trent Nelson

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7/13/03 Treht Nelson Conductor/Brakeman E.G.F. MN

E-mail to Greg Davison On Saturday 7/12/03 I missed a call. I think that It should be taken off. This why I called the Line up at about 1200 and it said I stood to work at 08?? and I call again about 1500 and it told me that I would be working at 08?? and then at 1807 I call the puter said that I was going to work at 0300. so I listened to the rest of the line up and the earliest I would work was 23?? the line up said that the crew for the Train at 2020 was all ready ordered. So I did not think that I was going to work until 23??. I would like this miss call removed and I think I should be paid for the lost trip this was a very poor line up I very much intended to work on this day. I was at a wedding and was leaving for home so I would get my call for 23??. Trent Nelson

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7/12/03 Todd Jacobs Engineer Washougal, WA

Was called for VAW EE10 01 ON TRAIN X RGTPAS1 12A PASCO ON DUTY 07/12 1500 at 1230pm, a 2 hour call, would be nice during the day, a little long for when you are sleeping.

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7/7/03 Jay Schollmeyer Conductor/Brakeman Vancouver, WA

7-7-03 2245-2300. Attempted to speak with the vancouver Desk for 15 min. Call was intercepted by other callers but would not take care me. They would transfer me back to the Vancouver Desk who would not answer the phone.

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6/23/03 Roger Luck Conductor/Brakeman Minot, D

Minot to Dilworth Pool Board Runarounds 06/18/03 through 06/20/03-Inactive 14 (23 crews) Only pushing up 8, should have had 9 active. The computer was showing 14 inactive but it was leaving 15 inactive. Lynn Bertsch called crew office 0945 06/19/03. Today (06/19/03) left message for Greg Davidson-Around noon I talked to æShirleyÆ at crew office 06/19/03. She said she would ælook into itÆ but she did not fix the problem. 06/20/03 left 3 messages with Greg Davidson (No response over the week-end. I called him again and spoke to him finally on Monday June 23 1400). 06/20/03 1930 talked to chief caller- then at 2005 talked to the caller-06/21/03 1515 talked to caller again. He could see the problem but didnÆt know who would fix it. After talking to callers the following employees were runaround: M21 Biewer 1 runaround M22 Goheen 2 runarounds M23 Jundt 6 runarounds M03 Wendt 2 runarounds M04 Johnson 3 runarounds Total of 20 runarounds! Many of these runarounds could have been avoided if the crew office had taken immediate action. 06/23/03 1400 Mr. Davidson indicated that he would cut these runarounds.

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6/19/03 Richard Madird Conductor/Brakeman Vancouver, Wa

waited to talk to the crew caller for Ten Min before I got ahold of her.

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6/19/03 Harvey Bailey Engineer Vancouver , WA

called for yard job vaw127g on duty @ 07:34. called @ 06:24 by the crew caller.

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6/19/03 Harvey Bailey Engineer Vancouver , WA

called for yard job vaw-221g (r-3) on duty @ 15:30. received call at 14.22

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6/18/03 Ron Reams Engineer West Linn, OR

On Saturday June 14 & Sunday June 15 our assignment is job 305G on duty 2300 at Willbridge. Both days required the crew desk fill both foreman & helper positions. Both days they DID NOT even attempt to call extraboard until our on duty time. Resulting in lost productivity and required overtime to complete our assigned workload. Overtime meant the carrier lost use of two extraboard members for double back shifts at a time of crew shortage. It is determined that a UA and investigation of crew managers may put an end to this disregard and mismanagement of operational needs.

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6/8/03 Harvey Bailey Engineer Vancouver , WA

At AFHT called for train mpasslyd1-07a on duty @ 23:15 on 06/07/03. Received automated crew call @ 22:33 on 06/07/03. Rejected call, and talked with the crew caller. In a frustrated response he stated that there are numerous problems with the system. Inexperienced crew callers that do not have enough training on the system are being taxed to the point of exhaustion.

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6/5/03 Harvey Bailey Engineer Vancouver , WA

Called for yard job vaw326G @ 22:30 for an on duty time of 23:30. Not called by automated crew calling.

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5/20/03 Tim Lief Conductor/Brakeman Spicer, Mn

5/20/03 05:00. Phone just rang. This is bnsf attemp..... called for Itwi8741i..... I'm not on that job. Option 3, crew caller. Explain the situation. Response: "Oh". No appology. Woke up three in this house. Plus the rest of the 'wrong' crew that was called. This is an on going problem. Possible solution? Maybe we will ALL use option three when called to talk to someone live! What a concept!

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5/18/03 Harvey Bailey Engineer Vancouver , WA

on 05/17/03 @ 22:45 I was notified to report for yard job YVAW326G on duty @ 23:32. Crew desk stated that they were having problems with the automated crew calling system.

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5/18/03 Harvey Bailey Engineer Vancouver , WA

On 05/16/03 @ 23:16 I was called for a switch engine on duty @ 23:30. Was asked to report as soon as possible. They stated that there were problems with the automated crew calling system.

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4/30/03 Thad Nelson Switchman Grand forks ND

Today on 4-29-03 at approximately 1635 the crew office called me for 1559, I said it was after calling hours, I was six times out. She said two people laid off on call and other didn't answer the phone. I told I couldn't go no one to watch my kids, I was standing too go to work because there were no holes on the lineup for 1559. She laid me off on call, I said whatever, hang up and marked back up over the phone immediately. At 2300 i checked the lineup and i'm on the lay-off board showing at 2202. Something needs to be done, was going to send this to Jesse, but I thought you might be able too get something done alot quicker, I feel i should not lose any PAY!!!!!!! for today because i wasn't subject to call. SEE WHAT YOU CAN DO ABOUT THIS PLEASE. THANKS Thad Nelson

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4/29/03 Bob Corrigan Conductor/Brakeman Great Falls MT

when calling to place trainees after talking to spokane caller and asked to transfer to vancouver caller the system hung up on me after again being placed on hold, then had to go through the whole rigamaroll again 0115 on 04/29

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4/28/03 Richard Madrid Conductor/Brakeman Vancouver, WA

Here we go again, tied up at 1000 on the 27th at the away from home terminal, checked the lineup no deadheads. I stood for the Z-chcplt125a. Checked the lineup at about 1230 and still in line to get the Z train go asleep and get call to Deadhead home before I'm even rested.

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4/27/03 Bob Corrigan Conductor/Brakeman Great Falls MT

Trying to place trainee's with Vancouver caller, phone rang about 50 times and when answered was told to call back in 15 or 20 minutes as they were to busy to place trainee's Time 20:10 on 04/27/04

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4/27/03 Brenda Switchman Grand Forks ND

On tuesday 4-22-03 they cut board 20, i was notified at about 1:38 pm. thursday at 4 something pm, I did not know only messages to call the crew office, yes i had exceeded the 48 hours, i was forced assigned to 3032, 23:15 west lead, the crew office called around after midnight, that i had a notification. i had been forced assignec according to the chief crew caller eric, and that i had exceeded the 48, and the only way now that i could move is if i was a free agent, i then said that my intention was to mark up in dilworth, to either the mandan pool, or the conductors x board, and it being dilworth the away from home terminal, did i not have 5 days? he did not think so but i could check on it, but for now i am on the 303-2, and no that i would not be forced to the yard for 60 days, because i was forced, and if i got bumped, then i could go to road in dilwoth. also the 303-2 2315 west lead is up for bid-#2377 which closes 4-26. when this all took place, ad holm, elskoe, albaugh, reis were still to place, ---had any of them exceeded 48 hours??? or was it just my lucky day??? or a restriction of seniority? lots to place youger than i. or maybe if they would have gotten ahold of me earlier- they would not of had to use a extraboard person? thought i would let you know- what do you think. Brenda

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4/27/03 Roger Luck Conductor/Brakeman Minot, ND

On 04/27/ at 0220 the crew office "blanked M12" (Minot south end) and placed the crew M12 on a 'paper deadhead' (blanked crew M12) to Dilworth. Minot was out of extra board people, and the crew office had moved up approximately 8 crews, so they were out of rested men. What can we do to stop them from blanking the crews, or is there some way they can or should be penalized? Within this same matter, the crew office called M13, TJ Selzler to go to work; he was the next out crew as they had blanked M12. Conductor Selzler had no choice but to go to work. At 0900 I called the Chief Crew Caller and suggested that they put crew M12 back into the rotation of Minot crews at Dilworth and fill it from the Dilworth extra board, rather than leave it blank. They did put M12 into the rotation pool at Dilworth and said they would fill it with a Dilworth extraboard man. M12 is in Dilworth right now, so we will just wait and see if they do call M12 with a Diworth extraboard man. Any suggestions to stop this paractice (paper deadheads- blanking crew) would be welcome. In the Minot to Dilworth pool (Minot south end) we have a total of 26 men in Minot available. We have 23 crews and three men on the extra board (total of 26). In May we start vacation season, four men at a time most weeks. We have been told that right now Minot has new hire class in progress. I was told that by Greg Davidson, Twin Cities Coordinator, that three of the new men would come to Minot south end. The problem with that is that they will not be ready to work until August. We will need men long before that. Approximately six months ago explained the situation to Mark Bruce. He said he would look into it. If something isn't done they will continue to move up men or blank crews. Neither is acceptable. If any questions, please call me (home)701-852-1888 or (cell)701-720-6812. Thanks.

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3/31/03 Jay Schollmeyer Conductor/Brakeman Vancouver, WA

TSS SNAFU, the computer forced assigned the Foreman RT Barry the helpers position.

FM Last Name	Cde	Job/Board	Job/Board	Assignmnt	W Date	Time	Date	Ti
JA BOTTASSI	PAS	VAW 493R 13	VAW 127G 14	VAW 493R 13	A	0328	1820	0328 20
* PER VICE G/C JAY SCHOLLMAYER, ACCT COMPUTER SCREW UP								
JA BOTTASSI	PAS	VAW 493R 13	VAW 127G 14	VAW 493R 13	W	0328	1820	0328 20
* PER VICE G/C JAY SCHOLLMAYER, ACCT COMPUTER SCREW UP								
JA BOTTASSI	ATN	VAW 127G 14		A	0328	1821	0328	20
* IVR Notify PAS Attempted								
JA BOTTASSI	NTF	VAW 127G 14		A	0328	1824	0328	20
* Manual Notify PAS Successful								

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3/31/03 Jay Schollmeyer Conductor/Brakeman Vancouver, WA

SM Thorstenson laid off personal on 3-21 and went on vacation from 3-24 to 2-30-3. Mr. Thorstenson's turn was open for rule on 3-28 and was ruled by JA Ross.

The VRU system permitted Thorstenson to markup at 1801 on 3-30 and was called on duty at 1955 on the 30th. The SP&S schedule does not have any provisions for an early markup when returning from vacation. The VRU markup should not have been accepted.

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3/25/03 mike surina Engineer vancouver WA

called for a bare table bpaswat522a out of Klamath falls. Was called at 1128 to be on duty at 1215. Usually we have a hour call! What happened?

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3/21/03 Harvey Bailey Engineer Vancouver, WA

Short call. Called for train x-kaltmp9-20a on duty @ 03:00. Received automated crew call @ 01:40. resulting in a 10 min. short call

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3/17/03 Harvey Bailey Engineer Vancouver, WA

Short call at the AFHT. Called for train V-MINPTL3-10L on duty time @ 10:30. Received the call through the automated crew calling system at 09:01.

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3/15/03 H. Bailey Engineer Vancouver, WA

10 min. short call. Called @06:40 for a 08:00 on duty time for train p-seakcm3-12a

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3/15/03 H. Bailey Engineer Vancouver, WA

at AFHT short call by 15 minutes. called @ 08:57 for a 10:30 on duty time for train v-minptL3-10L. Not given the extra 15 min

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3/15/03 H. Bailey Engineer Vancouver, WA

Short call. Called for train x-inbhur3-14b for an on duty time of 19:20. received automated call @ 18:18 on 03/15/03

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3/15/03 Jay Schollmeyer Conductor/Brakeman Portland, OR

on 3-15-03 crew desk called X-KALCSN91-5A on duty at 1815. VAWEC28o03 RL KANGAS 1815 031503 RSTD 1708 N PAS Y VAWEE22 01 RE  
WILLIAMS 1815 031503 RSTD 1710 N PAS N

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3/5/03 Jack Turner Conductor/Brakeman Sioux City Ia

On tuesday march 4 they cut the sioux city conds xbrd by two. One of the people that was cut off was S. Sheffield. At the time he was working a temp vacancy on Itwi 6691 from sioux falls to willmar. I was called for 2100 to dh from sioux city to willmar to relieve him off the job. Sheffield was never notified that he was displaced. At 0800 we both showed up to work the job. The trainmaster ended up sending me back to sioux city and let him work the job. I know that i have a timeslip for all the days until the regular cond comes back to work. This kind of confusion is a regular thing when concerning sioux falls. There is a ongoing problem with extra board people when they are relieved of the job they are working in sioux falls. When you tie up in sioux falls the computer automatically puts you to the extra board in sioux city with your tie up time. It does not take in the fact that you have a 2 hour dh back to sioux city. Every time you have to call the crew office to straighten it out. and you know how long that can take to get ahold of them.

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2/23/03 Harvey Bailey Engineer Vancouver, WA

automated crew calling system contacted me for train B-PTLCHC1=23M for an on duty time of 18:15. Call came in @ 16:58. Short call.

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2/20/03 H. Bailey Engineer Vancouver, WA

Received late call for train z-ptlchc1-20a. The conductor called the crew desk to remind them to call the train. Called @ 16:15 on 02-20-03 for a 17:30 call time.

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2/19/03 Russell T. Amer Conductor/Brakeman Vancouver, WA

On the date of Febuary 18th, 2003, I was informed that junior employees were called back from furlough status. To rectify the situation I tried repeatedly to reach the chief crew caller throughout the afternoon and into the night to try and correct the situation and get the senior people off of furlough status. Numerous crew specialist told me that there was a chief on duty but no one was there to answer and also my messages were not returned.

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2/18/03 Marty Heller Conductor/Brakeman Vancouver, WA

On 2/16/03 I got called at originally at 0220 for 0530 but crew tech said she made a mistake and will call back. I was not rested until 0330. I was called at 0400, for a W-VAWVAW1-16 on duty at 0530

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1/5/03 Darrell Howard Conductor Whitefish MT

At approximately 1350 MST today I called the VRU to lay off Union Business for an investigation tomorrow at 1000. All lines were busy. After listening to "We're sorry, all lines are busy, your call will be answered by the next available....., your patience is appreciated", I ran out of patience and called it again only this time I used the option "Press one to leave a tie up or non urgent message." I thought it was great, no waiting, no interrogator to ask why I wanted to talk to a crew caller, no recordings.....just left a message that I wanted off one trip for union business. This worked so good I think I will put a note on the bulletin board for everyone to start using it. If I understand correctly, this leaves a flashing light on the desk of the crew caller. When they get caught up, they can listen to the recordings just like we do. I have even asked my wife to start screening all my calls. When the automated system calls she will reject it so it will be forwarded to a crew caller who will place the call manually. She will answer again and ask why I am being called. If she can not answer the question, she will put the caller on hold until I have finished all my other calls. Of course she will tell them I am busy with other calls and that their patience is appreciated.

So far she is not willing, wants to know what the job pays.

Respectfully,

Darrell R. Howard

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12/30/02 R.J. Pearson Switchman Willmar, MN

FYI..Members here are complaining of difficulty in obtaining rest acct. crew office repeatedly calls outside of call times (yard service) for service in other crafts. Road service employees face similar problems. One member was on vacation hunting in the mountains of Wyoming, crew office (automated system) called his home every 2 hours for over 24 hours to try & give him calls (conductor/brakeman/yard master). When he called home on his cell phone & found out about it it took the terminal manager to fix it...another member (road service) told me his phone machine had over 50 messages on it last weekend when he returned from time off...another member told me his phone machine was called 13 times on his rest days last weekend. BNSF is relying on furloughed people and people on craft dedicated extra boards to supplement any guaranteed extra boards. They do not man them properly so they are constantly out of people. They call this an emergency so anything goes including improper calling sequence. Do we have recourse? R.J. Pearson

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12/23/02 Trent D. Nelson Conductors Grand Forks MN

I thought we had the understanding that the board would only be adjusted once a week. I think that the carrier knows what they were doing. They pulled off 3 assigned job 2 weeks ago and had the opportunity to add the xboards on Tuesday. knowing that they would need extra board to fill the jobs they cut.

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12/21/02 Jack Turner Conductor/Brakeman sioux city ia

John Currently the brakemans extra board was increased to 6 people last tuesday. As of yet no one has marked into the open spot. I think the crew office is again not letting the cut off people mark in to the spot until the oldest guy makes a move. So there are 5 guys on the board. One is on a temp vacancy. One is working as a brakeman on a turn. I was called as a cond. for 630am. The man ahead of me was called for a cond at 410am and the other was used as a cond yesterday and is still in willmar. There is not a shortage of men in sioux city with over 20 people laid off. The carrier has created this shortage by not maintaining the proper number of people on the boards. jack

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12/13/02 Jack Turner Conductor/Brakeman sioux city ia

John On Dec 8 i was dh to sioux falls for a brakemans job on the sioux falls to willmar local. I was released on tuesday and dh back to sioux city to the extra board. I tied up at 1 am. i was called to work on a grain train at 7 pm on the wed. I had about 18 hours off. During this time they cut the brakemans board by one and the conductors board by 2 people. After i was called they used the next two brakeman as conductors. One called for 9 pm on wed and the next one for early as on thur. I don't mind protecting the other boards if we are short of men. But we are not. We have over twenty people cut off in sioux city. The person handling the boards is obviously not doing a very good job looking at existing vacancies. Jack

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8/11/02 E.H.Johnson Conductor/Brakeman Glasgow, MT

Computers were down on Aug 11, 02.failed to call G-4 Conr.E.H.Johnson, he called line-up at 12:15 pm and was notified his turn had been called for 10:15 am. for a Z-Train. He called Crew caller and was told to report to yard office and get on first train going out. He reported for duty as instructed and departed town, but was Run-around by Conr. R.Duncan G-5 who had taken the call for the Z-Train for 10:15. Will furnish documentation as soon as Condr. Johnson furnishes it. Thanks FRH

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8/7/02 T C Lief Conductor/Brakeman Spicer, MN

I marked up from layoff on 8/6/2 thru the vru. My job was out of town hence I was placed on board 2 (markup board). Job was called out again on 8/7/2 at 10:00hrs. I am still on the markup board. I also made attempt to correct the situation on 8/6/2 in the evening and was put on hold for several minutes so I gave up. T C Lief

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7/30/02 B Corrigan Conductor/Brakeman Great Falls MT

Laid off on 7-27 for 24 -- was told by caller off for 24 --- checked ccomp it said due back at 7-28 at 1515, line up showed my turn to go at 1900 on 29th, regular turn was called for 0401 on 7-29, I called caller at 1300 when I checked the line -up. caller argued that I should have to mark myself up, I told him that wasn't what the one who laid me off said, and asked to transfer to the chief, chief said computer did not auto mark, don't know why, good by.

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7/24/02 Dave Anderson Denver, CO GO245

John:For your info; Bobby Pechael called our office a couple of weeks ago and wanted Randy and I to send to him the chief complaints that are members had regarding the crew office. My first thought was that if Pechael had to ask us what the problems were; then we are in really in bad shape. We did tell him that the members had extreme difficulty in getting anyone to answer the phone, and that if someone did answer, they didn't understand the problem and were of no help. Most recently our office talked to two (2) crew chiefs and neither one had a clue as to what was going on. I leave for vacation at the end of this week, but if you want further input please call Randy Knutson. I will of course be attending a church like gathering in Sturgis with my fellow brothers of the road. Keep you face in the wind. Dave Anderson

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7/18/02 TL McDonald Conductor/Brakeman Vancouver, WA

On Thursday, July 18, I found out I needed to be off Sunday morning, July 21st. This would not allow me to work the Saturday night trip on my regular assignment, the OE Pool. I was scheduled to work L NWE6641-21A that night. I called the crew office and was connected to the new "Manpower Specialist." I explained the situation and he asked if I had made a lay off request in the computer. I told him I had just found out I would need the time off, and was not at work to make the request. He said he couldn't this type of lay off, and transferred me to the chief clerk. I explained the situation again, indicating that I needed off for the Saturday Night trip. After some discussion, the chief clerk told me that she had OK'd the lay off, but that I would have to call and lay off the activate the approval.

I worked Thursday night. Came home Friday afternoon and went to bed about 6:00pm. At about 4:00AM I woke up and realized that I should have been called by now. I called the Vancouver Trainmaster and asked what was up in the OE, because I hadn't been called yet for 664. He said he would check, and for me to call back in 10 minutes. When I called him again, I was told that I was layed off and an extra person (H. T. Cornelius) had been called in my place. I had not called to activate my layoff request, and was rested and available to work.

I called the Chief Crew Caller, and was connected to someone handling Haver Mo. It seems the positions are consolidated on the weekends. The person I had to talk to had no knowledge of my situation, knew nothing about my assignment, and was of no help. She did say that the computer showed that our area is now under "Automatic Layoff," what ever that means, and that is why I was not called for my assignment.

The bottom line is that I was held off my assignment. The computer is unable to handle any kind of layoff request that dose not fall into strict guidelines.

There system is biased on a calendar day, while the entire rest of the Railroad is biased on something quite different. I have a couple other claims for crew caller screw ups that are currently in the system. One is several months old. The Carrier makes a mistake and then refuses to pay, even when they admit they are wrong.

The System, if you can call it that, is broke, and needs major repair. We should not be the ones who pay for that repair.

Hope this will be of some help when you talk to the carrier about the Crew Calling mess.

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7/17/02 Stanley Lehman Engineer Seattle, Washington

Automated crew calling is set to call employees during the middle of the night when they have a notification that is pending. BNSF has the system set so that it calls you every 2hrs, whether you are leagally rested or not. When the system is set up and working. I was moved per my job selection sheet from Seattle South Pool job to the engineers extraboard and never notified till I was called to work in the middle of the night and wasn't properly rested to work so I had to layoff fatigued. Another time I was on vacation and they called my cell phone 9 times to notify me of the same thing. The ninth call was to notify me that I had missed a call, while I was on a scheduled vacation. It seems that the managers of the crew desk know this is happening and don't care to correct it.

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7/17/02 Roger D. Luck Conductor/Brakeman Minot, North Dakota

Local 1059, Minot, North Dakota Minot to Dilworth Conductor's pool

I have listed below the events that took place from June 10, 2002 through July 09, 2002. Due to gross mismanagement of boards and extra boards by the BNSF, men were forced to move up, or work off their assigned positions 68 times within a 30 day period. Local Chairman Lynn Bertsch informed the crew office of impending extra board shortage early in May, and then again later in May, but the crew office did not listen to him. Lynn Bertsch asked the crew office to increase the extra boards by early June due to upcoming vacations. The crew office ignored his requests. We believe they (the BNSF) will use their mismanagement of men to try to manipulate vacation scheduling next year. We believe, as cohorts, did all that was in our power to keep trains moving throughout the extra board shortages. In turn, the BNSF, rather than "pat us on the back" for a job well done, chose to give us a "kick in the nuts" by placing us on a LEVEL ONE- lay off (we may only lay off by going through a trainmaster).

The information listed below is a list of names of men that were forced to move up, or work other than their own job (off regular crews, or off reserve board, etc.). Please let us know if we can be of any help or need any other information.

Thanks,  
Roger Luck

DJ BARBOT	MIND017o03 Z-PTLCHC2-08A 06/10/02 0910 O 241.0 241.0 DIL
TG FOWLER	MIND018o03 U-MINEAP1-09A 06/10/02 1145 O 241.0 241.0 DIL
RE GRAHN	MIND008o03 S-TACBPA1-08V 06/11/02 1840 O 241.0 241.0 DIL
JL HAIDER	MIND009o03 S-SEACHC2-09A 06/11/02 1945 O 241.0 241.0 DIL
DJ BARBOT	MIN8101o03 L-TWI8241-12A 06/12/02 0500 O 109.5 109.5 MIN
TJ SELZLER	MIND012o03 Z-SSECHC8-11C 06/12/02 2105 O 241.0 236.0 DIL
KM BERTSCH	MIND015o03 I-MINDIL1-12A 06/12/02 2115 O 130.0 130.0 DIL D
RT GOHEEN	MIND016o03 S-SEACHC1-10M 06/12/02 2245 O 241.0 241.0 DIL
DN BIEWER	MIND018o03 M-PASNTW1-09A 06/13/02 0006 O 241.0 241.0 DIL
KR KRUEGER	MIND019o03 H-PASGAL1-11A 06/13/02 0745 O 241.0 241.0 DIL
LA BERTSCH	MIND001o03 Z-PTLCHC2-11A 06/13/02 0750 O 241.0 241.0 DIL
TG FOWLER	MIND002o03 S-TACCHC1-10M 06/13/02 0815 O 241.0 241.0 DIL
RR WENDT	MIND003o03 S-TACBPA1-11V 06/13/02 1100 O 241.0 241.0 DIL
JJ JUNDT	MIND004o03 X-TACMSD9-10A 06/13/02 1105 O 241.0 242.0 DIL
RE GRAHN	MIND008o03 Z-PTLCHC2-12A 06/14/02 1215 O 241.0 241.0
GJ MICKE	MIND010o03 M-PASNTW1-11A 06/14/02 1805 O 241.0 241.0 DIL
DM BAUER	MIND011o03 Z-SSECHC2-13C 06/14/02 2030 O 241.0 241.0 DIL
RT GOHEEN	MIND012o03 S-TACCHC1-12M 06/14/02 2200 O 241.0 241.0 DIL
SC BOVEE	MIND013o03 S-SEACHC1-12M 06/15/02 0305 O 241.0 241.0 DIL
GA VIBETO	MIND014o03 H-PASGAL1-13A 06/15/02 0310 O 241.0 241.0
LA BERTSCH	MIND018o03 V-PTLMCI8-14A 06/15/02 2330 O 241.0 241.0 DIL
KR KRUEGER	MIND019o03 Z-SSECHC1-14A 06/16/02 0705 O 241.0 241.0 DIL
DJ BARBOT	MIND001o03 Z-PTLCHC2-14A 06/16/02 1050 O 241.0 241.0 DIL
JJ JUNDT	MIND002o03 H-PASGAL1-14A 06/16/02 1055 O 241.0 242.0 DIL
RR WENDT	MIND003o03 S-SEACHC1-14M 06/16/02 1620 O 241.0 241.0 DIL
DN BIEWER	MIND004o03 Z-PTLCHC1-15A 06/16/02 1720 O 241.0 241.0

TG FOWLER	MIND006o03	I-MINDIL1-16A	06/16/02	2100	O	130.0	130.0	DIL	D
RT GOHEEN	MIND009o03	S-TACCHI1-15A	06/17/02	1825	O	241.0	241.0	DIL	
JC SCHOLLMEYER	MIND010o03	S-SEACHC1-15M	06/17/02	1910	O	241.0	241.0	DIL	
DJ BARBOT	MIND011o03	S-TACBPA1-15V	06/18/02	0200	O	241.0	241.0	DII	
JJ JUNDT	MIN8103o03	L-TWI8241-19A	06/19/02	1800	O	109.5	130.0	MIN	
JC SCHOLLMEYER	MIND006o03	S-SEACHC1-17M	06/19/02	2335	O	241.0	241.0	DIL	
TG FOWLER	MIND007o03	S-TACBPA1-18V	06/20/02	1450		241.0	241.0		
DN BIEWER	MIND010o03	H-EVEGAL1-18A	06/20/02	2200	O	241.0	241.0	DIL	
JL HAIDER	MIND011o03	Z-SSECHC1-19A	06/21/02	1145	O	241.0	241.0	DIL	
DM BAUER	MIND012o03	S-TACCHC1-18M	06/21/02	1150	O	241.0	241.0	DIL	
RD LUCK	MIND013o03	M-PASNTW1-18A	06/21/02	1155	O	241.0	241.0	DIL	
JJ JUNDT	MIND017o03	I-MINDIL2-22A	06/22/02	0958	O	130.0	130.0	DIL	
JC SCHOLLMEYER	MIND006o03	I-MINDIL1-23A	06/23/02	1129	O	130.0	130.0	DIL	
TG FOWLER	MIND009o03	S-TACCHC1-21M	06/24/02	0030	O	241.0	241.0	DIL	
DN BIEWER	MIND010o03	H-EVEGAL1-21A	06/24/02	0345	O	241.0	241.0	DIL	
JO HAALAND	MIND011o03	H-PASGAL1-22A	06/24/02	0500	O	241.0	241.0	DIL	
JC SCHOLLMEYER	MIND014o03	S-SEACHC1-22M	06/24/02	1930	O	241.0	241.0	DIL	
JL HAIDER	MIND008o03	H-EVEGAL1-27A	06/30/02	0400	O	241.0	241.0	DIL	
DN BIEWER	MIND009o03	S-TACCHC1-27M	06/30/02	0815	O	241.0	241.0	DIL	
SC BOVEE	MIND010o03	V-TACCHC3-28A	06/30/02	1045	O	241.0	241.0	DIL	
TJ SELZLER	MIND011o03	Z-PTLCHC2-28A	06/30/02	1110	O	241.0	236.1	DIL	
KM BERTSCH	MIND012o03	Z-SSECHC1-28A	06/30/02	1300	O	241.0	241.0	DIL	
RD LUCK	MIND013o03	X-KALAND9-28A	06/30/02	1530	O	241.0	241.0	DIL	
RD SEVERSON	MIND014o03	Z-PTLCHC1-29A	06/30/02	1640	O	241.0	241.0	DIL	
TG FOWLER	MIND015o03	S-SEACHC1-28M	06/30/02	2005	O	241.0	241.0	DIL	
GA VIBETO	MIND016o03	Z-SSECHC2-29C	06/30/02	2050	O	241.0	241.0	DIL	
JJ JUNDT	MIND018o03	I-MINDIL1-02A	07/02/02	0230	O	130.0	130.0	DIL	D
RT GOHEEN	MIND001o03	S-TACBPA2-30V	07/02/02	0300	O	241.0	241.0	DIL	
LA BERTSCH	MIND002o03	S-TACBPA1-29V	07/02/02	0510	O	241.0	241.0	DIL	
TG FOWLER	MIND003o03	H-PASGAL1-30A	07/02/02	0845	O	241.0	241.0	DIL	
DN BIEWER	MIND004o03	S-TACCHC1-29M	07/02/02	0940	O	241.0	241.0	DIL	
TF BALDER	MIND008o03	I-MINDILA-02A	07/02/02	2107	O	130.0	130.0	DIL	
SC BOVEE	MIND010o03	Z-SSECHC9-01A	07/03/02	1530	O	241.0	241.0	DIL	
TG FOWLER	MIND014o03	S-TACCHC1-30M	07/04/02	0035	O	241.0	241.0	DIL	
JO HAALAND	MIND016o03	S-TACCHC1-01M	07/04/02	0945	O	241.0	241.0	DIL	
RE ALDRICH	MIND004o03	H-PASGAL1-03A	07/05/02	0315	O	241.0	241.0	DIL	
DN BIEWER	MIND010o03	S-SEACHC1-03M	07/05/02	1900	O	241.0	241.0	DIL	
RD LUCK	MIND016o03	Z-SSECHC1-05A	07/07/02	0545	O	241.0	241.0	DIL	
JO HAALAND	MIND017o03	X-VAWHFM9-05A	07/07/02	0555	O	241.0	241.0	DIL	
JJ JUNDT	MIND018o03	V-PTLMCI7-06A	07/07/02	1540	O	241.0	241.0	DIL	
K KALENZE	MIND019o03	Z-PTLCHC1-06A	07/07/02	1825	O	241.0	242.0	DIL	

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7/13/02 TL McDonald Conductor/Brakeman Vancouverwa

Had to contact crew office 3 times in conjunction with LNWE6631-13A. Shortest time on hold was 10 minutes. The third time, at 0307am, I called to inform them I would be available for work on the rest days of my assignment. On hold for 22 minutes, and then the crew caller had no idea what I was talking about. He could find nothing in the computer that indicated that the OE Pool had rest days. After I explained the whole thing, I still wasn't sure he understood what I wanted.

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7/13/02 TL McDonald Conductor/Brakeman Vancouverwa

I had been complaining about the short calls all week, so on Saturday when there is no traffic to fight, I get a 2 hr & 36 min call. When I mentioned to the crew caller that this was a long call, she said that she had been instructed to call me O/D for 6:00pm at 3:00pm. Said she made a mistake & called me on Mountain time, said there were too many clocks in her office. I have no idea!!

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7/11/02 TL McDonald Conductor/Brakeman Vancouverwa

I was given a 1 hour 9 minute call

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7/10/02 TL McDonald Conductor/Brakeman Vancouverwa

I was given a 55 minute call

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7/10/02 Rob Kangas Conductor/Brakeman Portland,Or

My crew and the crew behind me were called by computer 2 hours and 45 minutes in advance in Pasco. I was working with J Crobar and the crew behind us was C Miller & S Utterback. What happened to "our rest" ? Sorry Jay, day was July 7 at 0445...thanks, Rob

---

7/1/02 TL McDonald Conductor/Brakeman Vancouverwa

07/01 & 02/02 Brian Brown took care of getting me off. When I returned home, I found that even though I was laid off, the crew office had tried to call me to work both days.

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7/1/02 Dale E Rex Conductor/Brakeman Vancouver, WA

On Monday, July 1, 2002, Dale Rex marked up from his cycle days off. three other conductors were supposed to be placed to the Conductors board behind him, they were in order Olmstead, Hammon and Hilton. On Tuesday morning Olmstead was called first, Hammon second, Hilton third and then Rex.

When contacting crew Mr. Rex was advised by the crew tech that he, the tech, had no idea what happened, but did relate that the system was not functioning correctly.

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6/30/02 TL McDonald Conductor/Brakeman Vancouverwa

Called Crew Office (Sunday) to arrange extra days off account my truck broke down. Although I was still on Vacation till midnight, and the next day was a rest day for the assignment, Crew Dispatcher insisted on laying me off for 24 hours because no one was available at the crew office to make a decision to authorize the extra time off. I tried to explain that there was no way I could make it back to protect my assignment. This went right in one ear and out the other.

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6/23/02 TL McDonald Conductor/Brakeman Vancouverwa

On vacation this week. Upon my return, my crew said I was listed in VRU as marked up and working all week. No vacancy showed on line up.

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6/13/02 TL McDonald Conductor/Brakeman Vancouverwa

At 1740, called Vancouver T/M. He said we were to be on duty at 1700. At 1820, I called VRU and got a computer call for 1900. Called back to talk to crew dispatcher to see what was going on and he said they had been given new responsibilities and that they were way behind.

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6/8/02 TL McDonald Conductor/Brakeman Vancouverwa

No extra persons available to be called for brakeman's position on L NWE664 either night, with 19 people on furlough.

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6/7/02 TL McDonald Conductor/Brakeman Vancouverwa

No extra persons available to be called for brakeman's position on L NWE664 either night, with 19 people on furlough.

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6/7/02 TL McDonald Conductor/Brakeman Vancouverwa

Called by a person, 1 hr 9 min call. 663 crew reports that when they tried to put out the call for 664, the crew dispatcher said he was too busy & hung up on them.

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5/31/02 TL McDonald Conductor/Brakeman Vancouverwa

Called by the computer, 1 hr 15 min call.

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5/30/02 TL McDonald Conductor/Brakeman Vancouverwa

Called Vancouver Trainmaster @ 1735. Bowman said they had finalized the 663 for 1845 O/D. Called the crew office & after being on hold for 7 minutes, the crew caller said he had no call for me. He was then able to find the call in their computer. He said they had been real busy. Got a one hour call. Would have not been called at all if I hadn't called them first. When I got to work and talked to my Engineer, he told me that when the railroad called him at 1745, they said the computer had been trying to all him for quite some time, although they only found about the call when I told them at 1744.

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5/28/02 TL McDonald Conductor/Brakeman Vancouverwa

0830 Checked to see what all the messages on our answering machine over the weekend were about. Discovered that a set up crew had been used yesterday (Memorial Day) for 663 and that my turn showed in the computer as 3rd out (in a two turn pool) behind the other crew and behind the set up crew, which now showed as an additional crew in the pool. Also, the crew dispatching computer can't get the concept that we switch turns from one week to the next. This has to be done manually, and therefore is sometimes done & sometimes not. This ain't rocket science.

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5/27/02 TL McDonald Conductor/Brakeman Vancouverwa

The crew office attempted to call regularly assigned OE pool people for work even though the Carrier had posted that 663/664 would be abolished for Memorial Day, and that Monday is one of their rest days.

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4/7/02 Jack Turner Conductor/Brakeman sioux city ia

John On april 6 at 1727 i was bumped off the sioux city to sioux falls local. I am off the sioux city extra board and should have been notified and deadheaded back to sioux city the source of supply. This is 900am on the april 7and no one has even notifed me as of yet.

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4/7/02 Jack Turner Conductor/Brakeman sioux city ia

On monday april 1, I was called off the cond extra brd to dh to sioux falls to protect twci6561 sioux falls to sioux city local. The regular cond bid off the job and i was to protect for the duration of the bulletin. On Thursday the 4 we tied up in sioux city which is the away from home terminal for this job, at 1100 pm. At 400 am the crew office calls me to dh to sioux falls for job ltcw6691 sioux falls to willmar local for 8am od. Number 1 i am not rested until 7am. I inform the caller that i am on the sioux city to sioux falls local and they need to get someone else for this job. He told me that the computer put me to the extra brd when i tied up and he called someone else. At 615am my phone rings again. This time they want me for a cond job on a coal train from sioux city to willmar for 815am on duty. Again i explain that i am on the sioux city to sioux falls local. They finally did call me for the right job later in the day.

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4/5/02 Chris Gleason Conductor/Brakeman Klamath Falls Or

Called crew desk to mark up after laying of D.I.F. I listened to the phone ring for 6 minutes and still no answer. I then called back a transfered to the chief crew caller. Still no answer, I left a message that I needed to mark to the switchmens extraboard and that since I recieved no answer at either number that I would be sending in time slips. Hope you understand and will let me know if this is O.K. Chris L Gleason K-Falls Or. labz20@charter.net

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3/26/02 jack Turner Conductor/Brakeman sioux city ia

On tuesday march 26th i was on the cond. x brd. They cut the board at 1100am. There were 5 spots on the board. I was the second oldest in seniority. The letters on the board were A,B,D,G,and J. I was letter B. I was the one cut off the board. I have tried calling to get a explanation of why the cut me but the haven't returned my call. I really like having days off on the board but I don't think anyone there has a clue about which turn to cut.The incompetence of the crew office is amazing.

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3/19/02 Jack Turner Conductor/Brakeman sioux city ia

John On march 19 i was bumped off the brakeman's extra board at 1145am by J sandman. I called the tape at 1645 and got my notification that i was bumped. At that time i went to the cond. extra board. How come the only time that they call to notify you that you are bumped is between midnite and 6am.

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3/15/02 Brian Carpenter Conductor/Brakeman Aberdeen,SD

On feb. 22, 02 We were 1400 and I got an hr and 10 min call. The eng got an 18 min call. There has been quite a few calls like this lately. I'll send more when I get them.

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2/19/02 Ron Reams Engineer Lake Oswego, OR

John, The crew desk errored in running job selections for me resulting in junior engineers working while I was still working in ground status. I called the crew desk to inform them of the oversight and they corrected it. I submitted a timeslip for 6 days run-around as per scheduled agreement for mis-handling. On January 22, 2002 I received a letter of declination from Maggie Prellwitz stating that I was properly utilized and carriers actions fell within the scope of scheduled rules. If that were the case,why upon notifying crew desk of mis-handling did they agree and make a correction? My concern here is that upon being confronted with the situation the Manager of Crew Support is falsifying the truth once again straining any integrity that may exist.

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1/30/02 mike surina Switchman portland or

Worked a twelve and a half hour shift getting off at 1200. I guess I was bumped some time shortly after that. Crew desk calling me every hour to two hours tring to notify me even though I am not rested till 2200. Now is that really undisturbed rest when your phone and pager are going off like crazy?

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1/27/02 Ron Reams Engineer Lake Oswego, OR

John,Whom ever you are speaking to about these issues doesn't seem to pass the concerns or information along to the people who are involved. Or just doesn't care to fix the problems.Once again the crew desk called me at 03:20 am to ask me if I had tied up. Since I work an assigned job that goes on duty at 16:00, it is entirely possible that I am working 12 hours and work until 04:00. So they call my house at 03:20 and leave a message disturbing my family. I am currently working as an engineer on the Albany 4pm switch.I have also noticed that no one at the crew desk identifies themselves anymore.I swear I want the home phone numbers of Bobby Smith and Kathy Johnson so that each time the crew desk calls me unnessesarily calls me I will pass the favor along.Thanks...Ron Reams

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1/21/02 floyd r. hopstad Conductor/Brakeman glasgow, mt

John: I've been having a hell of a time with declinations account crew office does not produce call sheets. I will fax you an example. People are called out of glasgow to protect service in williston, n.d.. They are told when they arrive at williston they will be furnished a call sheet? Between then and williston the trainmaster changes the calls.2). Call sheets are not produced for deadheads. (use this to decline pay slips.The list goes on and on. I've complained about this sort of thing until I'm blue in the face.We used to have Karen as timekeeper. She did a good job of getting these people paid. But she took her away and stuck us with "George". Very few people are getting paid right? and at the right time. The situation is becoming unbearable!Thanks FRH

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12/21/01 Roger Reardon Switchman Vancouver, WA

I am assigned to the Vancouver Switchmen's extra board. I got off at 0130 on the 21st and was not rested till 0930 which is well beyond the AM calling window. I got a call at 0640 that I didn't answer. I let the machine get it and it was the crewdesk wanting me for the piledriver on duty at 0730 but she said I could be there at 0930. That is almost a 3 hour call.

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12/21/01 Dan Eastgate Conductor/Brakeman Seattle, Wa

I have no complaints about the crew office the staff has been great with me. You asked so here it is. Last sunday I was called O.D. to dead-head home to Seattle not rested in error by Tammy. She meant to call Dan Eastman. I got up shit,showered and shaved. Took off to make an appt. showed up for work at the O.D. time and was informed of the error. I was not happy to say the least. Although the Trainmaster did let me deadhead home as we were going to anyway in another 3 hours. I actuly have more problems with the Crew Planner and further more with my UTU Brothers calling the Crew Planner. Fucking me and trying to line themselves up for a more desirable train or deadhead. With all due respect Dan Eastgate

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12/11/01 Rob Kangas Conductor/Brakeman Portland, Oregon

I was scheduled to go on rest cycle days on Dec.9th at 0700 and was called to work V STOVAW4 06A at 0510, on duty at 0640. I asked crew caller when do I now begin my rest cycle and was explained that I call crew caller when I tie up. I called crew caller after I tied up and explained I didn't want to start rest cycle until 0700 on Dec.10 account I now have worked on the 9th and I just want to go back on the board. I was placed back on the board 7 times out with no chance of being called out before 0700 on the 10th.At 2130 on the 9th I went on my computer at home to see where I was on the board and to my surprise I was laid off rest cycle days at 1900 on the 9th. Now I penalized for working on my rest cycle day account this day off will go against my guarantee as laid off.

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12/11/01 Brad Peterson Conductor/Brakeman,  
Switchman, Engineer Seattle, WA

ISSUE 1Because of job cuts and resulting bumping (I gather), crew office staff new to our territory continue to exhibit lack of familiarity with work rules. On 12/11/01 at approx. 00:20, I called the Interbay crew caller to question a move that resulted in my bump from a pool turn's TV. After explaining my contentions, the crew caller (very politely) claimed ignorance about the germane rules and suggested that I talk to the Chief. After significant discussion, the Chief offered two things: One, she thought the move was o.k. "because I've seen it done before;" and two, she was too new to the territory to give me a definitive answer. Whether or not I was correct is not the issue. I'll ask my reps. at this morning's Local meeting if my contentions are valid. The real issue is that the crew office, at present, is not consistently staffed with people who are adequately trained.ISSUE 2Hand in hand with the carrier's efforts to implement automated crew calling, we're called upon the provide working phone numbers. In efforts to comply, I've provided primary and secondary numbers at which I may be reached when at the home terminal. I've tried to provide an AFHT number for use when not in my hotel room, but the Crew Management computer won't let this happen. Since my AFHT number is the same Cell number that I use as a back-up at home, the computer sees this as a duplication, and it won't add the record. A crew caller tried and tried to override this for me, but couldn't. Pretty silly. All I'm trying to do is make it easier to reach me out of town.Thanks for listening.

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12/5/01 Roy (Todd) Jacobs Engineer Washougal, WA

Crew office answer there phone after 50 rings-take along time to get through. They say they are real busy.

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12/3/01 LL McCluskey Conductor/Brakeman Portland, OR

On 11-28-01 tried to call in tie up at lodging at Pasco, WA at 1600. Could not get through to crew desk and had to use TSS system to do a quick tie after expired on HOS.

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12/1/01 Floyd R. Hopstad Conductor/Brakeman Glasgow,

John, I'll post a notice on the Board with this address or request they give me the info and I'll forward everything I get to you. I do have a claim FR8972 submitted by D.D.Rogney dated 09/28/01.(Prev.Worked 09/27/01) It's been a problem for quite some time. We've discussed it on the Phone before. The man claims he was not notified he was relieved prior to going off duty. Thus he reported for duty the next day? (09/28/01) They declined the days wages claiming "attempt was made to release Mr. Rogney was not available to notify.He, claims he wasn't notified until the morning of 28th at 07:01.Question: Do we have access to "Call Records", I have requested this kind too information before (RECORDED CONVESATIONS) and have yet to receive anything?Thanks FRH

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11/30/01 Dave Gassaway Conductor/Brakeman Vancouver, WA

I was'nt rested until 0930am and the crew caller paged me three times to tell me I was awarded a bid, once at 0749 11/15;1535 11/15; and again at 0048 11/16.It was very inconvinient to try to get back to sleep. Submitted by JD Mchenry

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11/28/01 John Turner Conductor/Brakeman sioux city ia

John I talked to sa smith today about not being cxalled yesterday. He said that the crew office called his house about 430am but he was on his days off and didn't answer the phone. They then showed him on the job without contacting him. Then when they called him at 700am to see why he wasn't at work. After that they called me. Jack

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11/28/01 Jack Turner Conductor/Brakeman sioux city ia

On tuesday nov 27 2001 I was protecting the brakeman's extra board in sioux city ia. At 710 am i received a call from the crew office to report for duty for a grain empty to go to mitchell sd. The train was on duty for 615am. They had originally show sa smith called for the brakemans job on this train. After he didn't show up for this train they called his house to see why he was late. he explained that no one called him and by then he was on his days off so they called me for this job. This showing guys on the job and not calling them is getting pretty common here.

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11/27/01 Brad Peterson Conductor/Brakeman Seattle, WA

11/26/01, 2200: Called Interbay road desk. After lengthy hold, rang through to Spokane desk. I was told to call back later.

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11/26/01 John Turner Conductor/Brakeman sioux city ia

I am currently on the brakeman's extra board in sioux city ia. I was rested at 615am on sunday nov 25 2001. At about 745am i decied to check the computer to see where i stood on the board. I didn't find my name on the waiting to be called section,so i started looking farther down on the board to see what they had done with me this time. I noticed that they showed me working on a ltw6712. This is a local that they run to mitchell sd at times during the week. I was on duty for 710am. I checked my caller id and answering for messages and found none. I called the crew office and they stated that i showed on the local but did not find where i had been called. It turned out that they had called the engineer but did not call the brakeman or cond.[j. Yanacheck} for this job.

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11/14/01 Ron Reams Engineer Lake Oswego, OR

On 11-13-01 I was called to DHCS to Longview Jct. to pilot the CLC Railroad on duty 2215. Upon return to Vancouver and tie-up crew desk had not assigned me a train symbol in my tie-up screen which did not allow me to tie-up. I had to call crew desk to tie-up and was told to call timekeeping in AM or help desk. This seems to smack right in the face of the mandate to tie-up before leaving property. First of all it should not be my responsibility to track down someone to straighten out their mess. Second, until I track down someone who can remedy the problem, I can not claim any arbitraries due me. How convenient.

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11/14/01 DAVE STAFFORD Conductor/Brakeman Great FALLS MT

On 11/10/01 I was on the brakemans extra board two times out in Great Falls. The crew office called my phone at 23:50 and let it ring twice and did not leave a message. I was in the shower and could not answer it right away. I called the VRU line up and it said would you like to retrun a page I did. I was on hold for seven to eight minutes wiatting for the crew caller to answer. When they did answer the caller inform me that I was to be an engineer on the Great Falls to Shelby pool at 01:00. I was the senior demoted engineer in Great falls Rested. When I arrived at the Great Falls yard office and checked the boards on the computer,I saw that the caller had called jr engineers Mike Romig and Scott Cushman for this same job off the Great Falls conductors board and had laid the off on call.I called the crew caller and told them that since I took the call that there was no way that they could be laid off on call or missed a call when I took the call and I am senior to them. This took me until 0830 11/11/01 to fix and get theese people back on the board in the right place with no time off. This could have been avoided if the crew caller would have let the phone ring a little longer,left a message,picked up the phone so I could have taken the call instead of calling everyone else in the whole traminal and laying them off on called. This vacancie was not on the line up and no one could have seen this call comming at 0100 on 11/11/01 the regular engineer laid off an hour before the call. If we could not have been able to get these employees back on the extra board this would have affected their availibilty and guarante. Thank you for lookig into this matter call me if you any question 406-463-2569 Dave Stafford P.O. Box 84 Power Mt,59468

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11/13/01 Bob Corrigan Conductor/Brakeman Gt Falls, MT

At the AFHT of Laurel, MT. Crews tying up have to call in room numbers, This was done on 11/11 @ 1930 by myself. At 0545 on the 12th a knock on my door by fellow crew member alerted me that crew was on duty at 0500. No call had been recieved either in room or cell phone, however call sheet stated that I was notified at 0421. This is untrue, there was no notification other than knock on door.

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11/9/01 David K. Brown Engineer Superior, WI

On 11/5/01 I was 1st out on the engr. x-tra board and was lined up to go out at 0700. The crew office pushed the call time back to 0730 and then 0801. This was done to hold the train for the engr. that holds the turn regular. The crew office had told the trainmaster on duty at the time that there was no rested eng. or conductor and they would have to hold the train. The records show I was rested and that there were 2 rested cond. on the cond. board. They will not hold jobs for the engr. x-tra board but will lie to play favoites with others. I think the crew office problems are because there is no acountability for there total disregard of the rules for TYE. The only time they serve for the thousands and maybe millions of claims they create is a " Im sorry letter " they sometimes are required to write. Where if the TYE mess up we may serve time without pay as a fine and or be fired.

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11/9/01 David K. Brown Engineer Superior, WI

1. On 10/3/01 I was on the D pool in the 10/5 pool and was 1st out. I had called the crew office at 1730 and was told the would need a set up crew at 2100 for a train. I went to sleep to wait for the call and i woke up at 2315 and wondered why I had'nt been called so I called the crew office and talked to "Steve" and he said he had called an x-tra bd. engr. for the train and had forgotten about me. I then called the day shift crew caller "Jerry" and he looked up in the crew office privite remarks and "Steve" had written that he had called me for the 2100 set up crew but turned down the job. In the "D" pool if you miss a call or turn down a call you are removed from the "D" pool for the rest of the rest cycle. The crew caller put the remarks in the record so that payroll would not pay the runaround. I was left 1st out in the "D" pool and was called at 0015 10/4/01.

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11/7/01 Scott Hite Conductor/Brakeman Auburn,WA

On 11/07/01 1727 I called the crew office Balmer Road desk, the phone rang through I was then transfered to another line sat on hold for about 10 min. then was disconnected.

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11/7/01 John Turner Conductor/Brakeman sioux city ia

I am on the brakeman's extra board in sioux city,which is a 7 and 3 board. I was on turn A. Ther were 11 people on the board and one other person had turn A.Nov 6 they cut one turn off the extra board.I am the fouth oldest on the board at this time. The other person having turn A [s. Crawford] was the youngest man on the board. I was pulled off the board because my turn was Aoo2 and was the last turn added ,according to the crew office. I believe that the youngest person having the same turn should be cut off.

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11/7/01 John Turner Conductor/Brakeman sioux city ia

My position is currently on the brakeman's extra brd in sioux city ia. On Oct. 28 2001 i was called to deadhead to sioux falls sd to protect the brakemans position on the local that runs sioux falls to mitchell and back to sioux falls. We were on duty for 1900 on the 28th. I was told when i was called that this was for one day. We worked until 0700 on the 29th. When i tied up there was no notification that i was to be relieved. I called the crew office and they informed me that i was relieved. I then dh back to sioux city. The source of supply for this job. At about 1330 i checked the board to see how i stood. I did not find myself on the board. Upon investigation i found that i was still marked up on the job in sioux falls. i started calling the crew office at about 1400 to get this straighted out. I did not get them until after 1700 on this day. Not a very good system.

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11/6/01 Scott Hite Conductor/Brakeman Auburn, WA

I was bumped off of a temp. vanc. on 11/06/01 at 0924. I recieved a call at 0934 from a crew tech. and was told I was bumped. I told the crew tech. to put me back to the conductors board and he informed me that all he did was do the notifications. As of this moment (35 min.) I still have not been placed back to the board.

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11/6/01 Scott Hite Conductor/Brakeman Auburn, WA

On 11/06/01 at 0050 I called the crew desk and was hung up on after being put on hold. Called back and the Grand Forks desk answered and transfered me to the chief's desk after I asked to go to the Balmer Road desk. Finally I got through on the third call.

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11/5/01 Russell T. Amer Switchman vancouver, wa.

11/05/01 1351 crew caller called me for afternoon shift. I was 2 out and the senior forman. Three extra switches two helpers and one extra utility were up for grabs. Crew caller didn't give me the option of taking the utility because she informed me that jobs were called in board order and not seniority order. I was forced to choose a forman on an extra switch which is paid less than the utility. I then called the trainmaster to get his input on the situation and he said that all jobs that go on duty at the same time are to be called by seniority order. So I called back the crew caller to have her switch me and she would not. Is there any claim that I can make or am wrong completly? Thank you for your help, Russ T. Amer

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11/5/01 DR Howard Whitefish, MT

On November 3, at approximately 0245, Whitefish Conductor WJ Ashe was at home and called by the crew office. By the time he answered the phone, no one was there. He was expecting a call so immediatley called the crew office and was told all lines were busy. He was then connected with another crew caller and told the Whitefish caller was not at the desk but he would be placed on hold. He argued if they put him on hold, they would forget about him, they said a green light would be flashing and they would forget him. Twenty Two minutes later, he was connected and told he had missed a call. This dispute is currently under investigation and Bob Smith is listening to the taped conversation to determine the accuracy of the complaint. Once that information has been confirmed, I would expect the complaint can move forward. With my own experience, I can verify most of the time when I contact the crew office, I give up and hang up.

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11/5/01 DR Howard Conductor/Brakeman MT

On November 5, 2001, I called the tape to determine my standing in the ID Pool working between Whitefish and Spokane at the home terminal. I was placed to the bump board. Further investigation determined my son DS Howard had been displaced off an east end turn, (Whitefish to Havre) and I was placed to the bump board.

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1/17/01 Ron Reams Switchman Lake Oswego, Or

John, Well it seems I will fill your email with the continuing story of the crew desk mess. This is a continuation of the last email that I sent you regarging the 11:30pm call for a 3:30pm bump. I got out of bed and researched where I could work and at 12:20am I called the crew desk with the intention of placing myself. Once the phone was answered the crew caller said she had seven trains to call and said she would have the chief place me on my job. She put me on hold and called the chief, the chief was already on the phone, she ask that I call her back in 10 minutes. I state that she got me out of bed at 11:30pm and I did not want to stay up in order to call back. She said she was going to transfer me to the chiefs voice mail and before I could get a word out of my mouth she transfers me. Now what the hell good is it to transfer me to a voice mail other than to dump me? By this time I had had it and left a message to the chief that this was pure bullshit and hungup. I am sorry but I have lost any patience with this process. Ron Reams

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1/17/01 Ron Reams Switchman Lake Oswego, OR

John, Again, the crew desk never ceases to amaze me. Apparently I was bumped off my assigned yard job at 3:30pm but the crew desk decides not to notify me until 11:30pm AFTER I have already gone to bed because I am assigned to work at 7:30am the next morning. When the crew desk told me I was bumped I responded "He waited until 11:30pm to bump me?" Her response was " I don't know why it did not show up on my board until now." So now here I am at 11:30 pm getting out of bed to place myself on a job. According to the rules it is my responsibility to make sure I am well rested. Could you provide me with Kathy Johnson's home phone number so could call her at all hours of the night to let her know that I am inept at doing my job?

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1/15/01 Ron Reams Conductor/Brakeman, Lake Oswego, OR  
Switchman, Engineer

The Problem: Inappropriate calling/interrupting rest/stupidity. I was on an afternoon assignment with an off duty time of 12 midnight. The crew desk called me at 4:30AM to ask me if I had taken my rules test. When I stated that I got off work at midnight and asked why they had to call me at 4:30 in the morning to ask me that question, they responded, " The chief told me to call everyone who had not layed-off for rules." I said they could have called me at 9am or later. I asked for the chiefs home number so I could return the favor. They have no sense of privacy or courtesy. They had to bring up my employee page to get my number, they should have known I go off work at midnight. Thanks....Ron

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1/9/01 Doug Hewett Conductor/Brakeman Salem Or

On 010302 talked to crew caller to lay off on 010402 Ok'ed in the book. Morning of 010402 replacement cond no show. No record of lay off. Don't know the what the tape recorded(no feed back from management ), but just and example of the problem at the crew calling office.

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