

**Please state in all claims that you are claiming “Penalty Miles/Claim”. Do Not just state “claiming miles”. The examples may change as agreements change and/or situations. Blue indicates you need to claim on your working ticket and Red indicates a Special Claim (1B). This is not a comprehensive document but a tool.**

Claim	Description	Miles to Claim	Yard	Road	Agreement/ Schedule	Wording Examples	CA Code
<b>Dogcatching trains inside switching limits (Y-2)</b>	If you are required, when called in STAS (Dogcatch), to relieve a train inside switching limits who’s crew has more than 2hrs left on their hours of service. If crew has 2hrs or less there is no claim.	<b>100 Yard Miles</b>		<b>X</b>	2005 LOU Dated March 28th, 2005 between BLET GCA Chairman Peirce and LR Representative Bouldra	“Claim 100 yard miles account instructed by <b>xxxx</b> (TM, Dispatcher, YM) at <b>xxxx</b> (Date/Time) performing the following work: (Explain what you did) on Train (Train symbol) at (Location). The engineer had (Hours left to work) left to work before being DOL. Because this engineer had greater than 2 hours left to work this became Yard crew work per BLET and LR letter of understanding dated March 28th 2005 Bouldra (Carrier) Peirce (Organization) I was called in STAS at the time of this event.”	<b>Y2 (1B)</b>
<b>Multiple Dogcatch</b> (Per the rule you should be notified on your call or call slip that you are D/C more then one train) When you qualify for a 2B fill out form for first out rested engineer for “RD”.	Use this code when 1) mileage of all trips exceed 100miles 2) distance run from terminal to outlying point exceed 25 miles or 3) you are sent out for a train(s) after more then 8 hrs from your last new day.	<b>130 miles</b> for first train (if only one train and you exceed 100 miles you are due the actual line miles. Example you leave Vancouver goto Wishram you are due 192.2 miles). 130 miles for each train that qualifies for a New Day. Claim code PD for each new day.		<b>X</b>	Rule 14 of the 1955 SP&S Schedule	“2B Payment. On <b>xxxx</b> (Date/Time) I DCHS first train (Train Symbol). Start MP was <b>xxxx</b> (MP and Sub) end MP was <b>xxxx</b> (MP) for a total of <b>xxxx</b> (Sum of miles). Second train DCHS (train Symbol) qualified for a New Day. Start MP was <b>xxxx</b> (MP and Sub) end MP was <b>xxxx</b> (MP) for a total of <b>xxxx</b> (Sum of miles). Claiming a 2B and an addition PD for each train.” <i>This wording may change slightly as the new day payment maybe on a later train.</i>	<b>2B &amp; FE</b>
<b>Dogcatching East of Wishram.</b>	Use when called off the extra board (board 801 or work trains) and carrier has you go past Wishram.	<b>224 miles</b> plus line miles to location of D/C.		<b>X</b>	SP&S Rule 11, Vancouver/Pasco ID Agreement; Ops 16-85; AA 458; PEB 219	“Run off Assignment. On <b>xxxx</b> (Date/Time) I was required by (TM, Dispatcher Initials) to DCHS train (Train Symbol) at MP <b>xxxx</b> (MP and Sub Train DC) which is East of Wishram. Since the establishment of the Wishram Pool 11-1-99, Wishram has been a separate sub-divided seniority district. Vancouver XBD may only handle trains east of Wishram in ID service, or attached to a Wishram crew under section 6 of the Vancouver-Pasco ID Agreement (Ops 16-85). Since I was utilized east of Wishram I am claiming Line miles from Vancouver to <b>xxxx</b> (MP DC Train). I am further claiming a trip rate for the 201 Pool, back to Vancouver under the auspices of Ops 16-85 which determines that anyone used in ID service will be paid a trip rate from portal to portal. Therefore I am entitled to miles DHCS, plus a trip rate for the 201 pool, less miles already paid, in order to comply with ID service.”	<b>RO &amp; FE</b> This is separate from a standard RO claim because you are being forced into ID Pool service . Claim AO as well because Wishram is an Automatic Release Point.
<b>Lap Back/Side Trip</b>	Any time a road crew is required to travers the same track more than once in a tour of duty. Example is Dispatcher tells you to cut away from your train run 10 miles to the siding behind you to give another train a unit and then return to your train. This would generate a Lap Back. Time or Miles (which ever is greater) will be paid.	Claim total miles or total time, whichever is greater.		<b>X</b>	SP&S Rule 62; Vancouver-Pasco ID Agreement	“Lap Back. I was on train (Train Symbol) and was contacted by (TM or Dispatcher) to go from MP to MP to (pick up cars or drop locomotive whatever the reason). Because I had already traversed this portion of my route I am claiming penalty (Miles or Time whichever is greater) for Lap Back payment.”	<b>LP/SD &amp; FE</b>

Claim	Description	Miles to Claim	Yard	Road	Agreement/ Schedule	Wording Examples	CA Code
Pool Crew being used to Dogcatch for <u>Westbound</u> Trains heading to Vancouver. Should only occur when extra board is depleted and canvased demoted engineers also. (You should be notified when called or on call slip that you are D/C one or multiple trains.)	If called out of the Pool to DC claim a make whole if required to get more than one train. If required to get another train be sure to make not of the date/time on train and off train, MP you started and MP you ended and give this information to the first out RESTED engineer on board 30. He/She is entitled to a "RD" board runaround if rested.	Claim Make Whole of turn that goes to Pasco behind you. On your working ticket claim a Flip Rate.		X	Ops 16-85, AA 458, PEB 219; SP&S Rule 11 (Automatic Release Point) and Rule 14; Vancouver/Pasco ID Pool Agreement Section 1, 8 (A,B,C,D & J) and 16 Ops 16-85, PEB 458, PLB 219 Letter to LR dated March 28, 2005	" <b>Make Whole Vancouver-Pasco Pool. I was called for (Train Symbol) OD at xxxx(Time). I was then used for Short Turnaround Service of train xxxx(Train Symbol) at MP at xxxx(Date/Time). According to Section 8(b) of the Vancouver-Pasco ID Agreement: 'An Engineer (or demoted engineer) assigned in this long pool service, who in other service because no other engineer is available (as defined in paragraph (a), above) will be paid no less than he would have earned had he remained on his pool turn.'</b> Since I was used in other than pool service and there are no STAS pay elements in our Pool trip rates/flip rates per STAS LOU between BLET and LR Dated March 25, 2005 between Pierce and Bouldra I am claiming a make whole for Pool turn (Pool turn that went out of town)."	73 & FE
Pool Crew being used to Dogcatch for <u>Eastbound</u> Trains from Pasco (AFHT)	If called to D/C out of Pasco for an Eastbound train. Once you arrive at Pasco you should be D/H back to Vancouver. Be sure and mention the following: "Long Pool Engineers called in this intraseniarity district service will not be tied up between terminals of their runs or turned back to initial terminal, except when their movement is prevented (e.g., derailment of their trains), or their route to destination is obstructed or impassable (i.e., wrecks and washouts)."	Claim a Flip Rate and your Deadhead back to Vancouver.		X	SP&S Rule 11 (Automatic Release Point) and Rule 14; Vancouver/Pasco ID Pool Agreement Section 1, 8 (A,B,C,D & J) and 16 Ops 16-85, AA 458, PEB 219; Letter to LR dated March 28, 2005	<b>This should not occur except for an "Emergency". The Pasco Extraboard and Pool are scheduled for this work. Be sure to fill out the Pasco D/C runaround form so they can put in an RD for being denied a work opportunity.</b>	73, FE & AO
Waiting For Lodging and/or Waiting for Transportaion	Use if you have to wait longer then 30mins for a room at Lodging. Also if you have to wait longer then 30 mins for transportaion to lodging.	After waiting 30 mins claim all time from that point to the time when you receive a room.		X	August 1, 1980 Lodging Agreement and Letter September 16, 1980	" <b>Waiting for Lodging. When I arrived at (Hotel Name and Location) at (Date/Time) I requested a room. I was informed by Hotel Management that no rooms were available. After waiting 30 mins a room became available at (Date/Time). I am claiming all time after 30 mins for having to wait for a room.</b> "	WL and/or WT, FE.
Conversion Rule (for all through freight service engineers)  (Garbage Trains please read!)	Use this anytime you are required to pickup/setout at 3 or more points, OR the total time for all pickup/ setouts exceed 1.5hrs for the entire trip. Engineers required to do Station Switching shall convert to a local rate. Placing Garbage cars on the East end of track for unloading, per trainmaster instructions, constitutes station switching.	N/A must change pay code on tie-up. Service code 90		X	SP&S Rule 33	" <b>Conversion Rule. Converting to Local Rate of pay. On xxxx(Date/Time) I was called in for train xxxx(Train Symbol). I preformed station work at xxxx(Location ex.Roosevelt) from xxxx(Start Time) until xxxx(End time) for a total of xxxx(Sum of Time must be over 1.5 hrs). Per SP&amp;S agreement Rule 33 I am requesting local rate of pay.</b> "	FE

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Final Lite Miles	To be used by Non-Trip rate pools or crew called off board 800 (D/C). Use once you have delivered your train at a final terminal (i.e. PASLYD) and then required to take your power back to a designated track.	Claim miles from terminating location to location you took your power. Carrier currently says this does not apply to post 85 employees. This is false as AA458 only changed the FTD not FL.		X	SP&S Rule 13(d)	“Final Lite Miles. Claiming Final Lite miles, not in Trip rated service, from MP <u>xxxx</u> (MP yarded train) to MP <u>xxxx</u> (MP to RH or place where required to take power). Total miles of <u>xxxx</u> (Sum of miles) in addition to line miles. Per AA 458 FTD time is no longer computed for post 85 employees, however AA458 did not change anything in SP&S Rule 13(d) which states: ‘When final terminal delay accrues, mileage between designated points and points of release will not be allowed. When final terminal delay does not accrue, actual mileage will be allowed from designated switch to point of release, and will be added to the actual mileage of the trip.’ Since FTD did not accrue (post 85 employee) miles are due instead.”	FL & FE
Initial Lite Miles	To be used by Non-Trip rate pools or crews called off board 800 (D/C). Claim miles from RH or other location, at initial Terminal, to Train.	Claim miles from RH or other location, at initial Terminal, to Train		X	SP&S Rule 13 Paragraph(s) (e),(f) and (g)	Same as Final Lite but starting with where you received the power to when on train.	IL & FE
NorthWest Division Penalty Lunch	Can be used for Dogcatch crews called off board 801. You must notify the Dispatcher 1.5hrs before you would like to have a meal. You are not entitled to a hot meal. Can only be used if you are NOT in through freight service. (Pool and Roadswitchers cannot claim this)	Claim 50 miles		X	1996 BNSF on Property Agreement Article XXII	“NorthWest Penalty Lunch. I was called in Non-Trip rated service for Train <u>xxxx</u> (Train symbol) OD at <u>xxxx</u> (Date/Time). I contacted (TM or Dispatcher Initials) and requested a meal at <u>xxxx</u> (Date/Time). I was denied a meal and as such am claiming 50 penalty miles per the 1996 BNSF on Property Agreement Article XXII.”	M3 & FE
Assigned Car Not Filled because no Assigned Car crews available	First out engineer on the Extraboard should claim a basic day for not being called to fill the Assigned Car if it was never filled and not called.	130 Miles		X	Ops 16-85, Vancouver/Pasco Id agreement, Side letter 13. Agreement for Regular Assignment per the Vancouver/Pasco ID; The Vancouver Engineer Calling Decision Tables	This is similar to the Board Runaround claim for being rested but not used. Please refer to wording in that claim.	73 & FE
Assigned Car Called outside Assigned Car Window	Used anytime Assigned crew is called outside the current call window.	Claim all lost earning, arbitrations and codes earned by the turn. You should get all lost earning of that trip		X	Ops 16-85, Vancouver/Pasco Id agreement, Side letter 13. Agreement for Regular Assignment per the Vancouver/Pasco ID	“Assigned Car called outside call window. I am on assign car <u>xxxx</u> and on <u>xxxx</u> (date/time) the carrier called train <u>xxxx</u> which is out side my window of (times of window). Because I was not called for my assigned job I am claiming all lost earnings, including all arbitrations	73 & FE
Assigned Car not Filled	Used when Assigned car is Not called inside their window and are rested.	468 Miles		X	SP&S Rule 46; Ops 16-85 Side Letter 12; Vancouver Assigned Car Agreement 11-08.		73 & FE

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Run off Assignment	Claim this anytime a Pool crew is required to go beyond the switching limits to get on your train or required to take your train past the limits. Please note the time you left switching limits and returned. If you do not keep track of your times your overtime will be cut if you get OT. Extra Board, Yard Jobs, Road Switcher and Shuttle Trains need to refer to their agreements for the limits of their assignments.	<b>130 Miles Road</b> <b>100 miles for Yard</b> crew required to go more than 25 miles out of Switching limits.	X	X	Vancouver Shuttle Agreement Side Letter 1 dated February 8th, 2016; Ops 16-85; Vancouver/Pasco ID Agreement; Merger Protection Agreement 1970 (Implementation Agreement)	“Run off Assignment. I was called for (Train Symbol) OD at xxxx(Date/Time). During my tour of duty (TM, Dispatcher) instructed me to take train (Train Symbol) from MP xxxx(Start of RO MP) at xxxx(Date/Time) to MP xxxx(End of RO MP) at xxxx(Date/Time), which is outside the limits of the service called. Total time in penalty was (Sum of time) for OT purposes. I am claiming 130 penalty miles for running outside of the limits of service I was called for.	RO and FE (Anytime you have a RO also claim AO see next claim)
Automatic Release Rule	Used for Pool crews required to go outside the terminal switching limits when arriving at a terminal	<b>130 Miles</b>		X	SP&S Rule 11; Vancouver Pasco ID Agreement	“ Automatic Release. I was working train (Train Symbol) in Pool Service OD (Date/Time). I was required to take train (Train Symbol) to MP xxxx on the (Subdivision). Side Letter 1 of the Vancouver Shuttle agreement Dated October 22, 2015 states the yard limits of Vancouver Terminal was changed from MP 120.0 to MP 130.7 on the Seattle Sub. SP&S Rule 11 requires employees be released upon arriving at the terminal, unless required to do terminal work. As I was required to exceed the limits of the terminal switching limits by going to MP xxxx and running through the Vancouver Terminal I am claiming a Penalty payment of 130 miles”	73 and FE (Claim RO with your automatic release as both occur)
Board Runaround	Used anytime someone behind you is called to work before you and you are rested to work.	<b>130 Miles Road</b> <b>100 Miles Yard</b>	X	X	SP&S Rule 46	“Board Runaround. I was first out rested and available on Vancouver Engineers XBD on (Date/Time). On (Date/Time) employee (Name) was called for train (Train Symbol) OD at (Date/Time). This resulted in a board runaround. As such I am claiming 130 Penalty miles because I should have be utilized for the work.” Please note that these claims are similar to RD and either wording could be used with some variation.	BD & FE. (See next claim for similar wording and claim type)
Denied Work opportunity Board Runaround	Due to First Out Rested Engineer when Pool crew is used to DC instead of the Extra Board. Also to be used when Extra Board engineer qualifies for a 2B payment and there are rested engineers on the Extra Board. Again this would be for the 1st out Rested engineer on the Extra Board	<b>130 Miles</b>	X	X	SP&S Rule 46	“Board Runaround denied a work opportunity. On (Date/Time) I was rested and available on Engineers XBD at xxxx(Date/Time). The carrier called (Name of employee who worked) for train (Train Symbol i.e. NVAWVAW) OD at xxxx(Date/Time). This work should have been called off the Vancouver XBD per agreement. As such I am claiming 130 penalty miles for the denied work opportunity.”	RD
Rested At Time of Call but Not Used	Used this if you are First out on the Extraboard and not used for a Vacancy. If carrier canvasses demoted engineers or moves a yard switchman to a yard job when you are rested to work the assignment. This would also go for when the carrier uses the Pool to DC and you then become rested. Important: Crews who did the work need to fill out the form and put in the rested engineers box. Help a Brother out people!	<b>130 Miles</b>	X	X	SP&S Rule 46	“Dispatcher Runaround. I was first out rested and available at (Date/Time) on the Vancouver Engineers XBD. On (Date/Time) engineer (Name) was called for train (Train Symbol) OD at (Date/Time). I was denied a work opportunity when engineer (name) was used instead of myself. Current CBA's require rested XBD engineers fill all vacancies protected by Vancouver. Since the carrier did not canvass correctly, as CBA's require, I am claiming 130 penalty miles for being denied a work opportunity.”	73 & FE; RD for dispatcher runarounds. This requires the Pool/ Dogcatch crew to supply you with the date and times they DC trains. Please fill out the forms in the office and put in XBD engineers box.

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30 min board Runaround	If in the Pool, at either terminal, if no delay to a train will occur the carrier should wait up to 30 mins for you to get rested.	130 Miles			SP&S Rule 46; Vancouver Pasco ID Agreement Section 5 (e)	“Board Runaround 30min. On (Date/Time) I was first out on board (201/101) rested at (Date/Time). On (Date/Time) engineer (Name) was called for train (Train Symbol) OD at (Date/Time). Section 5 paragraph E says that the carrier will hold the call up to 30mins (not to delay trains) so that the engineers will depart in proper standing. Since this did not occur I am claiming 130 penalty Miles for a board runaround.”	BD & FE
Call & Release After On Duty	Used anytime you are called on duty and after your on duty time your call is busted. If called in less then 4 hrs from busted call your start time is the time of the busted call. (Note: counts as RSIA start)	50 Miles and you go 1st out on the extraboard; 100 Miles and you go to the bottom of the extraboard; Pool Crews claim 448 Miles.	X	X	SP&S Rule 28; Vancouver Pasco ID Agreement Section 8 (c)	“Call and Release AO. I was called for train (Train Symbol) OD at (Date/Time). After I was OD I was released from my assignment at (Date/Time) and instructed to tie up. Because I was called and released I am claiming 50 penalty miles for going back to the XBD 1st out(or 100 if you goto the bottom of the board) .	AO
Call & Release Prior to On Duty	No Claim but you do go 1st out on the Board. Pool crews Claim 100 Miles and go first out in the Pool	Pool Crews claim 130 miles.		X	Vancouver Pasco ID Agreement Section 8(i)	“Call and Release PO. I am in the Vancouver-Pasco Pool and was called for train (Train Symbol) OD at (Date/Time). My call was busted at (Date/Time) before I was OD. Per Section 8(i) of the Vancouver-Pasco ID Agreement I am claiming 130 Penalty Miles for a Call and Release.”	PO
Job Annulled	Used when your Regular Assignment is Anulled	Claim 100 miles and all arbitraies.	X	X	SP&S Rule 46	“I am regularly assigned to (Job) OD at (Date/Time). On (Date/Time) my job was annulled by the carrier. Since this is a day I normally work I am claiming 100 Penalty Miles for an annulment.”	AN
Interchange Violation	Used whenever there is a violation of interchange rules (i.e. Setting out known B/O at lakeyard or setting out cars at Ramsey and Rivergate when all cars could have fit in one track at either yard)	100 Miles in Yard 130 Miles Road	X	X	Article IV, 1971 National Agreement; 1985 National Agreement Article VIII Section 1(b); Side Letter 6A of the 1985 National Agreement; Principles of Interchange (POI)	“Interchange Violation. On <u>xxxx</u> (Date/Time) I was instructed by (TM, YM, Dispatcher) to (Double Trks that could have fit in one trk, set out B/O) from trk <u>xxxx</u> to trk <u>xxxx</u> in (Name of Interchange yard/trk) which is an interchange with the (RR). This should have been the work of <u>xxxx</u> (RR interchanging with). As I was required to do this work I am claiming 100 (130 road) penalty miles as this was a violation of the 1971 national agreement article I and POI.” Please remember this is an example as situations vary	78
Cab Conditions	Use when locomotive does not comply with FRA cab conditions. Be sure to state how the locomotive did not comply (ie vapors made for unsanitary condition). This claim is good at train crews initial terminal (if called for garbage Roosevelt is this location). Before you depart you need to notify the carrier (TM or Dispatcher) and give them the option to fix. Report to VTR and make note of the times and initials of who authorized taking the CC train. <b>Important:</b> CC claims are carrier specific. This means if you are on a UP engine it has to comply with UP standard not BNSF.	32.5 Miles		X	AA 458, Article XVII, Section 2, Paragraph (a)(b) and AA 419	“Cab Condition. I was called for train (Train Symbol) OD at (Date/Time). Upon arrival (Unit Number/Initials) had (explain what the defect was. Be sure to mention specifics. Ex. “BNSF 1234 toilet had fumes and blue dye that made for unsanitary conditions’). I contacted (TM or Dispatcher) an was authorized to take the train. Since being required to take a locomotive that was not in compliance with AA458/419 I am claiming 32.5 penalty miles.”	CC & FE
Meal Period	Use this claim when denied a meal period between 4hrs 30mins and 5hrs 40mins. Get Trainmaster/Yardmaster who authorized. Second beans must be claimed if you work more then 10hrs 30mins.	6.3 miles (First Beans) 9.4 miles (Second Beans) If you run first and second beans claim 15.7 Miles. 100 Miles 8hr No Beans	X		SP&S Rule 22	Need to state who authorized running beans and if second beans state “per SP&S Agreement”	22

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Work Train Meal Period	Claim 1hrs pay if denied a meal period.	Claim 1hr at applicable rate of pay.	X	X	SP&S Rule 36 and PLB 4850_007	“Work Train Meal. Claiming 1hr pay account working train <u>xxxx</u> OD at (Date/Time). At <u>xxxx</u> I requested a meal and was denied a meal by (Name). Per SP&S Rule 36 and PLB 4850_007 I was due a meal and was denied such payment is requested.”	73 & FE
Utility Engineer (Engineer Only) this would include piloting	Claim when called as a Utility Engineer/Pilot. Should be automatic.	Claim the code it will pay per the Agreement.	X	X	2003 and 2007 BNSF On Property Agreement		EO
Road Switcher Another days Pay	Claim a basic day each time you leave the Roadswitcher Limits. A road switcher has 50 mile total limit. You can go east 20 mile and then North 30 miles but <b>not</b> 50 miles east and 50 miles north. Be sure to have times you left the limits and returned to the limits.	<b>100 miles at yard wage</b> for each time you leave the Road Switcher limits.		X	Ops 1-88, April 1988 Road Switcher Agreement	“Roadswitcher New Day. On (Date/Time) I was working (RNWE) OD at <u>xxxx</u> . I was required by (TM, YM, Dispatcher) to go outside the limits of the roadswitcher assignment agreement, and as such, am claiming 130 penalty miles for each occurrence. I left the limits at (Time) and returned at (Time). I went from MP <u>xxxx</u> to MP <u>xxxx</u> which is outside the limits of this assignment.”	RO
Restoration of Overtime (Road Switcher)	Use this if your overtime was taken away for a claim other than an RO (i.e. Y2 or something of that nature).	Claim miles of overtime to be restored.		X	1988 Road Switcher Agreement; Memorandum of Understanding BNSF & BLET January 13, 2011	“Restoration of Overtime. On (Date/Time) I was working train (RNWE and ticket #). During the course of duty I submitted a penalty and was paid by TY&E Comp but payroll made the arbitrary decision to take away the overtime earned for miles, saying the penalty offset the overtime. There are no arbitration awards, CBA's or letters of understanding that support that position. This penalty was generated entirely within the limits of the assignment. There is no provisions for holding overtime against penalty claims except when running off the territory of the assignment, and this did not occur during this penalty, I request for the miles of overtime be restored”	73 & FE
Road Crew Doing Yard Switching (Y2)	Any Road Crew (i.e. K-Crew, Roadswitcher, Pool, Board 801) required to do switching. You are limited to 3 moves within limits of initial terminal, 3 moves at the final terminal, and at an intermediate point (ie Wishram or Vancouver for K-Crews on trains like the PASLVJ) 1 pickup and/or setout. Example is BARVAW and you set cars into a track with 3 tracks when they would have fit into 2 or had to couple to cars even if setout would have fit w/out making a joint. If called as 801 you can D/C in the terminal if the crew you're relieving has less than 2hr. Claim a Y2 if you D/C a train in the terminal and the crew has more than 2hrs left on hours.	<b>100 yard miles</b> on working ticket. Make sure you are paid at yard rate as this is higher than 100 road miles.		X	AA 458 Article VIII; PEB 219 Article V; PLB 102-29, Article VIII, Section 1; Vancouver Shuttle Agreement Dated Febuary 8th, 2016 Section 6; Memorandum of Agreement dated April 1, 2006	“Road Crew Doing Yard Switching. Claim 100 penalty miles at yard rate account (TM, YM or Dispatcher name) at (Time/Date) preforming the following work <u>xxxx</u> on train (Train Symbol) I relieved this train at (Time/Date) at (Location MP). The Engineer had <u>xxxx</u> Hours left to work before being DOL. Because this Engineer had greater than 2 hours left to work this became Yard crew work per BLET and LR LOU dated March 28, 2005 Bouldra (Carrier) Pierce (Organization) I was called in STAS at the time of this event.”	Y2, DO (if in pool)
Choice of Calls	If not given the choice of assignment at the time of call when both assignments are OD at the same time.	<b>130 Miles Road.</b> <b>100 Miles Yard</b>	X	X	Memorandum of Understanding, August 25, 1967	“I was 1st out and rested on Engineers XBD. Engineer (name of engineer behind you) was 2nd out and rested. This board protects all engineer vacancies where Vancouver is the source of supply. Engineer (name) was called for train (Train Symbol). This resulted in a board runaround for myself. I was called for train (Train Symbol/OD). As I was first out rested I should have been utilized for train (Train Symbol), but was not. That said I am claiming 130 penalty miles for violation of MOU dated August 25, 1967.”	BD & FE