

RUN AROUND - RA Claim 65 miles penalty over and above guarantee, account run around out of initial terminal (CIRC 7) by engineer NAME, pool turn NUMBER. I was called on-duty DATE at TIME on the SYMBOL and departed at TIME. NAME was called on-duty DATE at TIME on the SYMBOL and departed at TIME resulting in a penalty runaround. Both trains were in NAME yard (CIRC 7) with power attached. The SYMBOL in track ## and the SYMBOL in track ##. Thank you!

25 MILE ZONE - 25Z Kenton line MP 14.5, Graham line MP 12.25, Brooklyn Sub MP 765.01, Tillamook line MP 741.24
Claim 65 miles at through freight rate of pay, account instructed to receive/ take the SYMBOL on/to the far side of the initial/final terminal (OP500). On-duty DATE at TIME, departed OP500 at TIME, passed into 25 mile zone MP 14.5 (on DATE?) at TIME, on train at LOCATION (CERC 7) CPS ## at TIME, departed LOCATION at TIME, passed out of 25 mile zone MP 14.5 at TIME. This claim made per Portland Hub agreement. Thank you!
- or -

On-duty DATE at TIME, passed into 25 mile zone MP 14.5 (on DATE?) at TIME, stopped at LOCATION (CERC 7) CPS ## at TIME, off train at TIME, passed out of 25 mile zone MP 14.5 at TIME. This claim made per Portland Hub agreement. Thank you!

BROOKLYN Claim 65 miles per New York Dock UP/SP implementation agreement Portland Hub zone 2 & 3, article IV, section E, paragraph 1 which reads: Home and away terminals, both inside and outside the hub. Pool crews may deliver and receive their train up to 25 miles on the far side of the terminal and run on through to the scheduled terminals. Crews shall be paid an additional one half (½) basic day for this service in addition to the miles run between the two terminals. I was on the SYMBOL and arrived at Albina (OP500) on DATE at TIME. Instructed by Yardmaster NAME to take train to Brooklyn yard (Brooklyn Sub, OZ626), track ## and tie down train. Departed Albina DATE at TIME and arrived Brooklyn yard at TIME, yarded and tied down train DATE at TIME. Train was delivered outside of our assigned pool, but inside the 25 mile zone, thus I am entitled to claim. Please refer to above agreement between UPRR and BLE/UTU. Thank you!

CENTRALIA GARBAGE - CG Claim 130 miles penalty, account used off regular assigned territory Seattle (OX951) to Portland (OP500), to pickup/deliver the SYMBOL from/to the Puget Sound & Pacific Railroad at Blakeslee Jct. (OQ602). Regular assignment OX951, RE11, turn NUMBER, Seattle – Portland Pool. Left mainline at Centralia (OX862) MP 54 DATE at TIME, made 7 mile side round trip to PS&P yard to pickup/deliver train and return, arriving back in Centralia at TIME, consuming XX hours XX minutes. Side trip causing claim per rule 28 side trip and rule 24 basic day. Thank you!

T 5 Claim 130 miles penalty, account used off regular assigned territory Seattle (OX951) to Portland (OP500). We were called on-duty DATE at TIME on the SYMBOL. We were instructed by the Argo Yard Master (NAME) to take our power from OX951 to Terminal 5, OX953 to pickup/ deliver our train. We departed OX951 at TIME arriving OX953 at TIME where we picked up/set out our train and preformed the necessary air test. We departed OX953 at TIME and arrived back at OX951 at TIME. We departed OX951 for the second time at TIME to continue to the final terminal, OP500. OX953 is two miles outside of our assigned territory. Thank you!

DIFFERENCE IN EARNINGS - DE Claim difference in earnings, account stepped up to SYMBOL, on-duty DATE at TIME. My turn (NUMBER), worked by engineer NAME was called for the SYMBOL, on-duty DATE at TIME, (HELD-AWAY?) and SYMBOL on-duty DATE at TIME. Thank you!

OS - rules, simulator training, critical incident /peer support, safety meeting... Claim lost round trip earnings on my pool turn NUMBER worked by engineer NAME, account off OS for XXXX, per OFFICER. NAME was called for the SYMBOL on-duty DATE at TIME, HELD-AWAY? And the SYMBOL on-duty DATE at TIME. Claim (for simulator training) made per BLE Idaho agreement, Rule 118. Thank You!

DEAD HEAD + HELD-AWAY - DH Claim 130 miles for DHXX-XX, account earned held-away at away from home terminal. DHXX-XX on-duty DATE at TIME, tied-up at TIME, for total time on-duty of XX hours XX minutes. Back on-duty on the SYMBOL on DATE at TIME. Total layover of XX hours XX minutes for total of XX hours XX minutes held-away. Dead head plus held-away equal total of XX hours XX minutes. Claim additional XX hours XX minutes for a total of 8 hours, or 130 miles. Thank you!

KENT LOCAL LIS41 - KL Claim 40 mile round trip deadhead by personal auto and two meals in lieu of hotel. Thank you!
If tying up before 9 hrs 25 min on-duty, claim 25 miles "daily guarantee (pro-rata). Thank you!

TRADING TRAINS - TT

Regarding the issue of pay for trading trains, that is in a Memorandum Agreement IDC-5371 and it states:
"IT IS AGREED:

The following shall be adopted as a provision of Agreement by constituting an additional paragraph to Rule 7 of the January 1, 1977 Basic Work Rules Agreement, to be identified as paragraph (c):

"(c) Engineers in through freight service, handling trains destined to the same objective terminal, required between terminals of their assigned district to exchange trains will be allowed payment of one arbitrary hour in addition to all other road and terminal times for the trip, but this shall not qualify for engine change payment under this rule."

This agreement shall be effective June 12, 1978. Dated at Salt Lake City, Utah, this 7th day of June, 1978.

That's the agreement. If you want to send it out in your internet newsletter, go ahead. Fraternaly, J. L. Dayton

When claiming the one hour trading trains be sure to include train that you were on, the train that you traded to, the name of the engineer that you traded with, location of trade out, as well as the times and date.

B/O REFRIGERATOR - R B/O Toilet - Refrigerator - Weather Stripping = Basic Day = Agreement # A-10409 Dec 19, 1979