

BROTHERHOOD OF LOCOMOTIVE ENGINEERS & TRAINMEN
A DIVISION OF THE RAIL CONFERENCE OF THE
INTERNATIONAL BROTHERHOOD OF TEAMSTERS
UNION PACIFIC RAILROAD WESTERN REGION
GENERAL COMMITTEE OF ADJUSTMENT
T. A. FREDERICK, 4TH VICE-CHAIRMAN

Attention RE61 Engineers

During a recent General Level Claims Conference, I adjudicated several claims wherein engineers who operated trains from Eugene to Brooklyn were required to perform yard transfers from Brooklyn to Albina after setting out their trains and locomotives at Brooklyn. This is a violation of Road/Yard work rules anticipated by Article VIII, Section 1(a) of the 1991 National Implementing Agreement (PEB 219), and we have strong favorable arbitration precedent that interprets this specific agreement provision. Unfortunately, the work performed by the various claimants was not well documented, and I cannot predict the outcome of these claims as they work their way up to Executive Conferencing between the General Chairman and his counterpart at Labor Relations, and beyond.

It would be most helpful if you could retain any documentation that supports your claim. First, we need a copy of your Scheduled Train Summary from Eugene to Brooklyn (BU) which indicates the termination of your train at Brooklyn. Next, it is highly likely that, while you won't get a formal train list (BC), you will at least get a track list of the cars which you are transferring. Keep a copy of this. Next, when you get to your tie-up point, obtain a Car Trace (/TT Car#) for the first car on the list (we don't need every car on the list). When you pass by East Portland, the AEI reader will automatically update the car's location, which will coincide with the times you show performing this work on your non-service timeslip. It will also show the new track in which the car is placed at Albina, as the yardmaster must necessarily update his inventory to reflect the new location of the car. Finally, retain the top page of your Track Warrant for Bulletins (TWB). If you have changed locomotives, you will have to change the address of your TWB to reflect the locomotive you are now operating. Note the time, location, and Dispatcher's initials.

When you submit the claim to Timekeeping, detail is important. Note who instructed you to do this work, the time, and exactly what you were required to do. Note the time you departed Brooklyn, the time you passed East Portland, and the time you arrived at Albina. The appropriate penalty for this violation is one basic day (100 miles) at the yard rate of pay. Don't worry about citing specific agreements; that will be handled by the Local Committee when the claim is submitted to Labor Relations.

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Thomas A. Frederick
Fourth Vice-Chairman