

## **2B (New Day) Instructions for the FWD, JTD, ATSF and Frisco**

### **BLET and SMART-TD FWD, JTD and ATSF Territories**

On the former roads FWD, JTD and ATSF multiple dogcatches are allowed without any penalty and should be allowed the miles run.

### **BLET and SMART-TD Non-Trip Rate Frisco Territory:**

The former Frisco has an agreement to allow a 2B new day payment (if a crew goes out more than 25 miles, miles run for all trips is more than 100 or go out after 8 hours - please see explanations below). When only one trip is made there is no new day payment due. At the start of each new day the mileage and time clock starts at zero.

- In order to qualify for a new day, the crew does not have to depart the terminal again after the trip on which they exceeded the 25 miles limit. For example:
  - If a crew went more than 25 miles out and more than 25 miles back on trip 1, and then went 8 miles out and 8 miles back on trip 2, the crew would get a new day for the second trip since the first trip exceeded the 25 miles limit and cannot be combined with other trips.
  - If a crew went 8 miles out and 8 miles back on trip 1, then went 30 miles out and 30 miles back on trip 2 and then tied up, the crew would qualify for a new day because the second trip exceeds the 25 miles limit and cannot be combined with other trips.
  - If a crew made 3 trips that were all 30 miles out and 30 miles back, the crew would get 3 total days due to each trip being over the 25 miles limit and each trip must be evaluated separately.
  - If the crew performed three round trips for 15 miles, 80 miles and 15 miles, the crew would be due 130 miles for the first trip account we can't combine the first and second trip because the second trip exceeded the 25 miles limit. The crew is due 130 miles for the second trip account exceeded the 25 miles limit. The crew would be due 130 miles for the third trip account we can't combine the second and third trip because the second trip exceeded the 25 miles limit.
  - If the crew performed three round trips for 15 miles, 15 miles and 80 miles, the crew would be due one basic day for the first two trains account neither trip exceeded the 25 miles limitation. Since the third trip exceeded the 25 miles limitation it can't be combined with the first two trips and the crew would be due a new day.
- If the crew goes out multiple times but does not qualify for a new day on any of the individual trips and the total miles run for all the trips are more than 100 miles, they would be entitled to the 2B new day payment.
  - Example: If a crew went out 24 miles 5 times, they earn a single basic day for the first four trips (they went 96 miles) and a new day for the fifth trip because they exceeded 100 miles.
- If the crew does not qualify for a new day on any of the trips made but goes out after 8 hours for another train, they would be entitled to the 2B new day payment. The crew is due overtime from the expiration of 8 hours until the last departure time.
- SMART-TD is not due an additional code 32 with each 2B new day payment.

- BLET is automatically due an additional code PD with each 2B new day payment.

**BLET and SMART-TD Trip Rate Frisco Territory:**

- Code 2B payment, new day, would not be due while working in trip rate territory for both engineers and train crews. These miles are already rolled into the trip rate figures.
- BLET and SMART-TD on the former Frisco working trip rate territory and performing this kind of service will be allowed overtime after 8 hours plus the overtime extender.

## **2B (New Day) Instructions for the CB&Q, GN, NP, SP&S and C&S**

### **BLET Non-Trip Rate CB&Q, GN, NP, SP&S and C&S Territories:**

The BLET on the former CB&Q, GN, NP, SP&S and C&S have agreements to allow a 2B new day payment (if a crew goes out more than 25 miles, miles run for all trips is more than 100 or go out after 8 hours - please see explanations below). When only one trip is made there is no new day payment due. At the start of each new day the mileage and time clock starts at zero.

- In order to qualify for a new day, the engineer does not have to depart the terminal again after the trip on which they exceeded the 25 miles limit. For example:
  - If an engineer went more than 25 **rail** miles out and more than 25 miles back on trip 1, and then went 8 miles out and 8 miles back on trip 2, the engineer would get a new day for the second trip since the first trip exceeded the 25 miles limit and cannot be combined with other trips.
  - If an engineer went 8 miles out and 8 miles back on trip 1, then went 30 miles out and 30 miles back on trip 2 and then tied up, the engineer would qualify for a new day because the second trip exceeds the 25 miles limit and cannot be combined with other trips.
  - If an engineer made 3 trips that were all 30 miles out and 30 miles back, the engineer would get 3 total days due to each trip being over the 25 miles limit and each trip must be evaluated separately.
  - If the engineer performed three round trips for 15 miles, 80 miles and 15 miles, the engineer would be due 130 miles for the first trip account we can't combine the first and second trip because the second trip exceeded the 25 miles limit. The engineer is due 130 miles for the second trip account exceeded the 25 miles limit. The engineer would be due 130 miles for the third trip account we can't combine the second and third trip because the second trip exceeded the 25 miles limit.
  - If the engineer performed three round trips for 15 miles, 15 miles and 80 miles, the engineer would be due one basic day for the first two trains account neither trip exceeded the 25 miles limitation. Since the third trip exceeded the 25 miles limitation it can't be combined with the first two trips and the engineer would be due a new day.
- If the engineer goes out multiple times but does not qualify for a new day on any of the individual trips and the total miles run for all the trips are more than 100 miles, the engineer would be entitled to the 2B new day payment.
  - Example: If an engineer went out 24 miles 5 times, they earn a single basic day for the first four trips (they went 96 miles) and a new day for the fifth trip because they exceeded 100 miles.
- If the engineer does not qualify for a new day on any of the trips made but goes out after 8 hours for another train, they would be entitled to the 2B new day payment. The engineer is due overtime from the expiration of 8 hours until the last departure time.
- BLET is automatically due an additional code PD with each 2B new day payment.

### **SMART-TD Non-Trip Rate CB&Q, GN, NP, SP&S and C&S Territories:**

The SMART-TD on the former CB&Q, GN, NP, SP&S and C&S have agreements to allow a 2B payment. They do not have the 25 miles limitation in their agreement. A train must be handled to qualify as a trip. Being sent to retrieve a train via van/taxi and the call being cancelled does not qualify as a trip. At the start of each new day the mileage and time clock starts at zero.

- In order to qualify for a new day payment under the more than 8 hours on duty provision, the train crew must depart the terminal again after being on duty 8 hours. It must be noted that the miles and time for determining a new day under 2B starts over with each 2B new day payment. When due a new day for departing after 8 hours, can claim overtime from 8 hours until the time the new day starts/time of departure. For example:
  - If the train crew was on duty at 1000 hours and performed 4 turn around trips that total less than 100 miles and the last departure was after 1800 hours, the train crew would qualify for a new day payment. The train crew would be due overtime from the expiration of 8 hours until the last departure time.
  - If the train crew exceeded 100 miles with the first, second and third trip (20, 20 and 60 one way miles respectively), the train crew would be due a 2B new day payment for the third trip and the 8 hours on duty must be measured from the departure of the third trip rather than the original on duty time.
- In order to qualify for a new day payment when a train crew operates in excess of 100 miles, the train crew must make multiple trips and the total miles of those trips must exceed 100 miles. It must be noted that the miles and time for determining a new day under 2B starts over with each 2B new day payment. For example:
  - If a train crew makes multiple trips and the total miles operated exceed 100 miles, the train crew qualifies for a 2B payment for the last trip or trips.
  - If the train crew operates more than 100 miles on multiple trips, the new day starts at the beginning of the 2B qualifying trip. Example: Total miles for trip 1 & 2 exceed 100 miles. New day starts at the beginning of the 2B qualifying trip—trip 2. If the train crew departs again and total miles of trip 2 & 3 exceed 100 miles, they would be due an additional 2b new day payment.
  - If a train crew makes a single trip and the total miles operated exceed 100 miles, the train crew is due actual miles operated with a minimum of a basic day but they do not qualify for the 2B new day payment.
- SMART-TD is not due an additional code 32 with each 2B new day payment.

### **BLET and SMART-TD Trip Rate CB&Q, GN, NP, SP&S and C&S Territories:**

- Code 2B payment, new day, would not be due while working in trip rate territory for both engineers and train crews. These miles are already rolled into the trip rate figures.

- BLET and SMART-TD on the former CB&Q, GN, NP, SP&S, and C&S working in trip rate territory and performing this kind of service will be allowed overtime after 8 hours plus the overtime extender.