

When submitting a claim, remember to include: who, what, where and when.

2005 SLSF (Frisco) BLET Consolidated Engineers' Agreement, Article 30 - Handling Time Claims (pages 173 – 175)

CC – Cab Condition = 32.5 Miles / Cab Condition

- This claim is paid on working ticket and does not apply to foreign locomotives.
- Federal Defects do not get paid on any Cab Condition (CC) claims whatsoever.
- Cab Seal claims require the weather conditions at the time of the claim, i.e. temperature, raining, snowing, etc. (www.weatherunderground.com)
- Governing Laws and Regulations:
 - a. Federal Railroad Safety Act of 1970
 - b. Federal Boiler Inspection Act (45 USC, Subtitle V, Part A, Ch. 207)
 - c. Federal Safety Appliance Act (49 USC, Subtitle V, Part A, Ch. 203)
- U.S. Arbitration Board Award No. 419, pages 16 - 17, agreed upon Oct. 25, 1983, Pursuant to Article X of the UTU National Agreement, dated October 15, 1982 Between the Carriers' Conference Committee and the UTU which states,
 1. "AAR seats presently used on locomotives will be used for additional seats.
 2. Locomotives will be fitted with more than five seats in the control cab (not more than five persons will be required to ride in the cab).
 3. Employees represented by the UTU operating without a caboose will not be disciplined or censured in any manner for refusal to leave the initial terminal of their run if the engine they are required to ride in does not meet the following standards:
 - A. Sanitary toilet. (49 CFR Ch. II, § 229.137 & § 229.139)
 - B. Controlled heat. (49 CFR Ch. II, § 229.119 (d))
 - C. Paper towels, toilet paper, cooled sanitary water in sealed containers, and a dispenser of hand cleaner, will be supplied in quantity sufficient to make the trip.
 - D. Windows and doors in condition to provide adequate protection against weather conditions. (49 CFR Ch. II, § 229.119)
 - E. A seat for conductor will be provided with a mounted writing surface with adequate lighting. Also, all stationary and supplies necessary will be provided. (49 CFR Ch II, § 229.127)
 - F. Refrigerator for water cooling and will have to be investigated--no agreement as to size was made. (This did intend that a refrigerator (cooling device) would be furnished for these purposes and that the parties so agreed. For BN R.R. JAL. J.J. Ratcliff. For all General Committees involved C.F. Christiansen, October 25, 1983)
 4. All necessary supplies and cleaning to be done by others than the train crew.
 5. Adequate storage space for employees' gear."

2005 SLSF (Frisco) BLET Engineer Schedule, Article 14, Section C – Supplying and Condition of Locomotives, specifically references a water cooler.

When submitting a claim, remember to include: who, what, where and when.

CC – Cab Condition = 32.5 Miles (2 Hour Payment) / Cab Condition (Continued)

2005 SLSF (Frisco) Consolidated Engineers' Agreement, Article 14, Section C, Part (1), page 87 - Supplying and Condition of Locomotives which states, "All locomotives will be equipped with cold sanitary drinking water, the year around, from a type of drinking water cooler that is agreed upon by the Carrier and the General Committee."

2005 SLSF (Frisco) Consolidated Engineers' Agreement, Article 14, Section D, Part (1), page 87 - Dispatchment of Locomotives which states, "A locomotive will not be dispatched in road service from engine maintenance facilities where maintenance personnel are readily available, and an engineer will not be required to operate the locomotive pending corrective action, if the engineer registers a timely complaint with supervision with respect to the controlling unit of the consist that is determined on investigation to be valid concerning:"

1. "The existence of a federal defect, as defined by the Federal Railroad Administration with respect to the following matters:"
 - a. Exhaust gases (ventilation) (49 CFR Ch. II, § 229.43)
 - b. Cab lights (49 CFR Ch II, § 229.127)
 - c. Locomotive cab noise (49 CFR Ch. II, § 229.121)
 - d. Cabs, floors and passageways (footing) (cab seats) (vision) (heat)
 2. "Other conditions as follows:"
 - a. Lack of clean, sanitary toilet (49 CFR Ch. II, § 229.137 & § 229.139 - Sanitation)
 - b. Lack of adequate cooled, potable water
 - c. Lack of adequate toilet paper or hand towels" (49 CFR § 229.137)
- Call CCR/VTR: (800) 327-3230 -or- (817) 593-7670, Option 2
1. Water Cooler - SLSF BLET Water Cooler LOU, 11/17/2014.
 2. Desk
 3. Light (49 CFR Ch II, § 229.127)
 4. Cab Seals (49 CFR Ch II, § 229.43 - Exhaust and battery gases)
 5. Toilet (49 CFR Ch. II, § 229.137 & § 229.139 - Sanitation)
 0. Other - Disqualifies a locomotive from lead use. (49 CFR Ch. II, Part 229)
- Information for BNSF TYE Compensation Systems includes the following:
1. Unit ID & Number = Lead locomotive number claiming the CC
 2. Unit Defect = Weather-stripping, Water Cooler, Desk, Light, etc.
 3. Boarding Time = Specify the time you boarded your locomotive
 4. Time Reported = Specify the time you reported the cab defect
 5. Time Departed = Specify the time you departed on your train
 6. Reported To = Specify the person the cab defect was reported
 7. Defect Description = Describe the defect in detail.

SLSF (Frisco) BLET Water Cooler Letter of Understanding (LOU), dated 11/17/2014).

When submitting a claim, remember to include: who, what, where and when.

CC – Cab Condition = 32.5 Miles (2 Hour Payment) / Cab Condition (Continued)

UTU/SMART General Chairman Steve Green amended the Cab Condition (CC) claim on April 14, 2009 via Memorandum of Agreement (MOA) and/or Memorandum of Understanding (MOU) with BNSF Labor Relations pursuant to the conductor and/or brakeman performing an Extended Shove by Hanging-On-the-Side of a Car (HO) claim at Little Rock, Arkansas. With this claim amendment, the claimant is only entitled to either a CC or an HO claim but not both. The only two (2) locations an extended shove is routinely performed at Little Rock, Arkansas by a conductor and/or brakeman are at the Little Rock Port Authority (LRPA) and the Little Rock and Western Railway (LRWN).

FE (Old CA Code 55) – Travel Time = 32.5 Miles / Minimum of Two (2) Hours

- This claim is paid on working ticket.
- UPSP Trackage Rights Implementing Agreement 1B2, Article 3, Section 2, Part B, Page Five (5) which states, “Whether at the beginning or at the conclusion of a tour of duty Memphis-based crews transported from Pine Bluff to Little Rock shall be paid time consumed in being transported calculated from time relieved (Train comes to rest) on a minute basis at the basic pro rata through freight rate separate and apart from the service of the trip with a minimum of two (2) hours.”

RO – Run-Off Assigned Territory = 130.0 Miles

- For RO, claimant must include a start time, end time, start milepost, end milepost, UPRR dispatcher and/or UPRR yardmaster.
- Include remarks (Further Explain – code FE) explain what was done.
- UPSP Trackage Rights Implementing Agreement 1B2, Article 1, Section 3, Part A, Page Two (2) – Page Three (3) which states, “When a Longview crew destined to Little Rock must tie up under the Hours of Service Law at or east of Sheridan Junction the first out Memphis crew at Little Rock may be used to provide relief. When so used, the Memphis crew will be transported to the train and handle it through Little Rock without release and handle the train on to Memphis.”
- UPRR North Little Rock Hub Agreement, Article I, Section A, Item #5, page 5 which states, “Pool freight engineers in the North Little Rock/Pine Bluff-Dexter and North Little Rock/Pine Bluff-Memphis pools may not be used to handle their through freight trains, either at the beginning or the end of their trip, from North Little Rock to Pine Bluff or vice versa. Such trackage may only be used by such engineers under the 25-mile zone provisions described below:
 - a. Pool freight engineers described above may receive their train up to twenty-five (25) miles on the far side of the terminal...”

When submitting a claim, remember to include: who, what, where and when.

RO – Run-Off Assigned Territory = 130.0 Miles (Continued)

- UPRR BLET N. Little Rock Hub Agreement, Article 1, Section A, Item 10 – “The terminal limits of Dexter shall extend between Mile Posts 46.0 and 53.0 on the SSW Ilmo Subdivision and to Mile Post 188.0 on the UP Chester Subdivision.
Item 12(b) – The westward terminal limits of the consolidated Memphis Terminal are as follows:
SSW: Mile Post 4.1 (Memphis Line) UP: Mile Post 375.8 (Memphis Sub)
- Frisco (BNSF) General Switching Limits Letter of Understanding 12/22/2011
Memphis, Tennessee – West Limits: 480.2 East Limits: 500.0

WT – Wait Time = 16.25 Miles / Hour; 0.27 Miles / Minute

- Wait Time starts 45 minutes after the wheels stop (45 Minute Grace Period).
- Include miles, location, start time, end time and driver’s name.
- Pay starts after 45 minutes of waiting. BN Payroll will deduct the 45 minutes grace period, therefore, claim the total wait time.

WT – Wait Time = 16.25 Miles / Hour; 0.27 Miles / Minute

- UPSP Trackage Rights Implementing Agreement 1B2, Article 3, Section 2, Part E, Page Six (6) which states, “In the event a crew member requests transportation at the conclusion of a trip under B above (Referring to: UPSP Trackage Rights Implementing Agreement 1B2, Article 3, Section 2, Part B, Page Five (5) - Travel Time), and time waiting for transportation from tie-up until arrival of said transportation exceeds 45 minutes, all time waiting from expiration of 45 minutes until arrival of said transportation shall be paid to the crew member at the pro rata basic through freight rate.”

Y2 – Road Crew Performing Yard Work = 130.0 Miles

- This does not pertain to setting out a bad order car. This does apply to setting out an extra car that does not belong in claimant’s train.
- Do not use code 73 - Misc. Agreement Violation. Include start time, end time, start milepost, end milepost and who instructed claimant to set-out extra car.
- 2005 SLSF (Frisco) Consolidated Engineers’ Agreement, Article 6, Section D, page 40 - Road Crews (Amended by 1986 National Agreement, Article VIII) which states, “Road crews may perform the following work in connection with their own trains without additional compensation:
Perform switching within switching limits at times no yard crew is on duty.”
- 2005 SLSF (Frisco) Consolidated Engineers’ Agreement, Article 11, Part 3, Section H - Incidental Work (Amended by 1986 National Agreement, Article VIII, page 74 - Incidental Work
Section I - Road / Yard Work (Amended by 1986 National Agreement, Article VIII and by 1991 National Agreement), Item (1), page 75 - Road Crews which states, “Road crews may perform the following work in connection with their own trains without additional compensation:

When submitting a claim, remember to include: who, what, where and when.

Y2 – Road Crew Performing Yard Work = 130.0 Miles (Continued)

- a. Get or leave their train at any location within the initial terminal and final terminals and handle their own switches. When a crew is required to report for duty or is relieved from duty at a point other than the on and off duty point fixed for that assignment and such point is not within reasonable walking distance of the on and off duty point, transportation will be provided.
- b. Make up to two straight pick-ups at other location(s) in the initial terminal in addition to picking up the train and up to three straight set-outs at other location(s) in the final terminal in addition to yarding the train; and, in connection therewith, spot, pull, couple, or uncouple cars set out or picked up by them and reset any cars disturbed.

Note: Each of the moves - those previously allowed plus the new ones - may be any one of those prescribed by the Presidential Emergency Board: pick-ups, set-outs, getting or leaving the train on multiple tracks, interchanging with foreign railroads, transferring cars within a switching limit, and spotting and pulling cars at industries.

- c. In connection with straight pick-ups and/or set-outs within switching limits at intermediate points where yard crews are on duty, spot, pull, couple or uncouple cars set out or picked up by them and reset any cars disturbed in connection therewith.
- 2005 SLSF (Frisco) Consolidated Engineers' Agreement, Article 11, Part 3, Section I - Road / Yard Work (Amended by 1986 National Agreement, Article VIII and by 1991 National Agreement), Item (1), page 75 - Road Crews which states, "Road crews may perform the following work in connection with their own trains without additional compensation:
- d. Perform switching within switching limits at times no yard crew is on duty. On carriers which the provisions of Section 1 of Article V of the June 25, 1964 Agreement are applicable, time consumed in switching under this provision shall continue to be counted as switching time. Switching allowances, where applicable, under Article V, Section 7 of the June 25, 1964 Agreement or under individual railroad agreements, payable to road crews, shall continue with respect to employees whose seniority in engine or train service precedes the date of this Agreement and such allowances are not subject to general or other wage increases.
 - e. At locations outside of switching limits there shall be no restrictions on holding onto cars in making set-outs or pick-ups, including coupling or shoving cars disturbed in making set-outs or pick-ups."

When submitting a claim, remember to include: who, what, where and when.

73 – Miscellaneous Agreement Violation = 130 Mile Basic Day BLET Only

- Board Awards – Incidental Work Not In Connection With Train or Assignment
Example: L-GFC5521/Pine Bluff Local Engineer instructed to perform Class I – Initial Terminal Air Brake Test on another train at Pine Bluff or Little Rock such as a Unit Military Train, Unit Pipe Train or Unit Tie Train.
The following list of awards treats this matter:
First Division-Award No. 24856, PLB 3882-Award 194, PLB 4069-Award 44, PLB 4975-Award 34, PLB 5392-Award 38, PLB 5400-Award 22, PLB 5658-Award 61, PLB 5907-Award 4, PLB 5912-Award 125, SBA 910-Award 365, SBA 910-Award 738 & SBA 5978-Award 18.

73 – Miscellaneous Agreement Violation = 130.0 Miles Basic Day

- Inward-Facing Camera (IFC) / Inward-Facing Video Camera Claims
- All claims should include the following language:
Claim of Locomotive Engineer [Claimant's name] for one (1) day's pay at the applicable rate for being required to operate a locomotive that was equipped with an inward-facing camera (IFC) installed and intended to make a video of in-cab crew activity, and thereby being subjected to the creation of such a video record. The locomotive was [locomotive identification] and I was required to operate said locomotive on [date of claim], from [time started operating the locomotive] until [time stopped operating the locomotive].

This claim is founded on the fact that there is no basis whatsoever in the governing Collective Bargaining Agreement (CBA) upon which the Carrier may rely as a right or a justification for the installation of inward-facing video cameras or for the creation of a video record of a crew's in-cab activities. Further, the installation of such cameras and the creation of such record also cannot be justified on the basis of any express or implied retained managerial right or prerogative, or any established custom or practice.

Finally, the Carrier's improper installation of inward-facing video cameras and creation of a video record each are a violation of Article XVII, Section 3 of the May 19, 1986 Award of Arbitration Board No. 458, which mandates that, before any design and construction changes in locomotives are made which change safety or comfort features of the locomotive, the designated officer of each individual railroad will contact the General Chairman (Chairmen) providing him with the opportunity to furnish the Carrier with his recommendations for full and thoughtful consideration by the Carrier.

When submitting a claim, remember to include: who, what, where and when.

SD – Side Trip = 25.0 Base Miles -or- actual mileage if greater than 25 miles.

- Do not put a time, just a mileage.
- Claim actual miles out via limo & back by rail if greater than 25 miles.
- BNSF Trainmaster/RFE, BNSF Spring Terminal Manager or UPRR dispatcher as the person instructing claimant to perform such activity. Include in remarks (Further Explain – code FE) mileposts, dispatcher initials & mileage.
- UPSP Trackage Rights Implementing Agreement 1B2, Article 1, Section 3, Part A, Page Three (3), First Sentence which states, “Memphis crews used in this manner will be paid actual miles transported and run east of Little Rock with a minimum of 25 miles (in addition to regular trip miles).”

30 – Held-Away-From-Home Terminal = 16.25 Miles / Hour; 0.27 Miles / Minute

- UPSP Trackage Rights Implementing Agreement 1B2, Article 3, Section 5, Page Six (6), which states, “Due to the extraordinary efforts by the crews in this operation and certain other considerations which we have discussed, Held Away From Home Terminal payments shall be made on a continuous time basis after the expiration of 16 hours.”

73 – Miscellaneous Agreement Violation = 130.0 Miles Basic Day UTU & BLET

- Short Turnaround Service (STAS)/Short Turnaround Rule (Frisco/SLSF/BNSF)
- Dead-On-The-Law (DOL)/Hours of Service Law (HOSL) Relief; there is no dogcatch reference on the former Frisco property of BNSF in either craft.
- 1978 Frisco Conductors & Brakemen Schedule, Article 30, Sections H & I
- 2005 Frisco Engineers Consolidated Schedule, Article 5, Section G(4)
- PLB 5410 – Award 74; Neutral, Dr. Twomey (Short Turnaround) 10/29/01
- The westward terminal limits of the consolidated UP Memphis Terminal are as follows per 1997 BLET UP North Little Rock Hub Agreement:
SP/SSW: Mile Post 4.1 (Brinkley Sub) UP: Mile Post 375.8 (Memphis Sub)
- When to Claim: If you have been to UP Memphis Sub MP 350.8 or further West for HOSL relief of a train, if the total mileage of all HOSL trips is 100 miles or more, or you have been on duty eight (8) hours or more.
Examples: A train at East Crawfordsville would be 34.9 highway miles (DH) and 14.2 rail miles (Through Freight Svc) for a total of 49.1 miles.
A train at East Smithdale Siding (MP 349.1) would exceed the 25 miles.
After any of the limitations above are met, a claim should be submitted for each time you depart the Home Terminal thereafter until released.
- Remarks: “Claiming one basic day account required to aggregate out of home terminal (MEMPTN) Tennessee Yard/93496 after exceeding the limitations of the Short Turnaround Rule. I was called for Train N-MEMMEM1-00A (proper symbol) to deadhead to (proper location and/or MP) to relieve DOL crew on Train (proper symbol) at (call time).

When submitting a claim, remember to include: who, what, where and when.

73 – Miscellaneous Agreement Violation = 130.0 Miles Basic Day UTU & BLET

(Continued)

- After returning to home terminal at (time), I was instructed by UPRR dispatcher 421, BNSF Spring Terminal Manager (initials if possible) to again depart the home terminal at (time) to deadhead to (location and/or MP) to relieve DOL crew on Train (proper symbol), arriving at that location at (time) and again returning to home terminal at (time).”
- 1: Train XXX – Dpt. TY/93496 (Time), Arr. MP ### (Location) at (Time), Dpt. MP ### (Location), Arr. TY/93496 at (Time).
- 2: Train XXX – Dpt. TY/93496 (Time), Arr. MP ### (Location) at (Time), Dpt. MP ### (Location), Arr. TY/93496 at (Time).
- 3: Train XXX – Dpt. TY/93496 (Time), Arr. MP ### (Location) at (Time), Dpt. MP ### (Location), Arr. TY/93496 at (Time).
- DO NOT claim any other codes (i.e. FE) concerning your DOL/HOSL trip.

AO – Call & Release After On Duty = 130 Mile Basic Day UTU & BLET

Call & Release After On Duty = 65 Miles BLET (16.25 Miles / Hour x 4 Hours)

- Called And Not Used
- 1978 Frisco Conductors & Brakemen Schedule, Article 19, Section D
Extra (Extra-Board) Employees -
 - (1) An employee who is called for service or deadheading, reports and then is released (without performing any service or deadheading), will be allowed a day's pay (at the minimum rate applicable to the service or deadheading for which he was called) and be marked up behind the extra employees on the Extra Board.
 - (2) Carrier is not liable for this "called and not used" penalty in situations where the call is simply changed from service to deadhead, or vice versa.
 - (3) When an employee is called but is later notified before he leaves his residence or lodging place that the call is cancelled, no payment will be made.
- 1978 Frisco Conductors & Brakemen Schedule, Article 30, Section D
Pool Crews or Extra Employees –
 - (1) An employee who is called for service or deadheading and then is released, will be allowed a day's pay (at the minimum rate applicable to the service of deadheading for which he was called) and be marked up behind other employees in the same type of service then in that terminal.
 - (2) Carrier is not liable for this "called and not used" penalty in situations where the call is simply changed from service to deadhead, or vice versa.
 - (3) When an employee is called but is later notified before he leaves his residence or lodging place that the call is cancelled, no payment will be made.

When submitting a claim, remember to include: who, what, where and when.

AO – Call & Release After On Duty = 130 Mile Basic Day UTU & BLET (Continued)

- 2005 Frisco Engineers Consolidated Schedule, Article 16, Section B
Any Engineer called for service or deadheading and then released without performing such service or deadheading, will be allowed 4 hours pay (at the rate of the class of service of deadheading called for) and Pool and Extra Engineers will retain their first-out position: if held on duty 4 hours or more they shall, instead, be allowed a basic day and Pool and Extra Engineers will retain their first-out position. Engineers who perform some service but who are released before leaving the initial terminal will be paid a basic day for service performed, and if they are a Pool or Extra Engineer, they will retain their first out position. Even though such Engineers are restored to their first-out position, they will not be called again until they are legally rested, and it is recognized that other Engineers may be called around them without penalty while they are resting, subject to the "restoration to turn" provision for Pool Engineers that is contained in Article 5, Section G(2)(c). When an Engineer is called but is later notified before he leaves his residence or lodging place that the call is canceled, no payment will be made.

AO – Call & Release After On Duty – Continued

- Called And Not Used = 65 Miles BLET (16.25 Miles / Hour x 4 Hours)
- 2005 Frisco Engineers Consolidated Schedule, Article 16, Section B - Continued
Interpretation: Carrier is not liable for this "called and not used" penalty in situations where the call is simply changed from service to deadhead, or vice versa, when it notifies the Engineer at or before the time he reports for duty (or deadhead). If the Engineer's call is changed from service to deadhead (or vice versa) after he reports for duty, he will only be entitled to 4 hours pay regardless of whether or not he performs service.

FREIGHT MILES TO TIME BASIS

130 MILE DAY / EFFECTIVE 1-1-95

TIME AFTER WHICH OVERTIME ACCRUES ON RUNS OF
130 TO 195 MILES IN LENGTH ON SPEED BASIS OF 16.25 MPH

DISTANCE	OVERTIME ACCRUES AFTER	DISTANCE	OVERTIME ACCRUES AFTER
MILES	HRS. MIN.	MILES	HRS. MIN.
130.....	8:00	163.....	10:02
131.....	8:04	164.....	10:05
132.....	8:07	165.....	10:09
133.....	8:11	166.....	10:13
134.....	8:15	167.....	10:17
135.....	8:19	168.....	10:20
136.....	8:22	169.....	10:24
137.....	8:26	170.....	10:28
138.....	8:29	171.....	10:31
139.....	8:33	172.....	10:35
140.....	8:37	173.....	10:39
141.....	8:41	174.....	10:43
142.....	8:44	175.....	10:46
143.....	8:48	176.....	10:50
144.....	8:52	177.....	10:53
145.....	8:55	178.....	10:57
146.....	8:59	179.....	11:01
147.....	9:03	181.....	11:05
148.....	9:07	181.....	11:08
149.....	9:10	182.....	11:12
150.....	9:14	183.....	11:16
151.....	9:17	184.....	11:19
152.....	9:21	185.....	11:23
153.....	9:25	186.....	11:27
154.....	9:29	187.....	11:30
155.....	9:32	188.....	11:34
156.....	9:36	189.....	11:38
157.....	9:40	190.....	11:42
158.....	9:43	191.....	11:45
159.....	9:47	192.....	11:49
160.....	9:51	193.....	11:53
161.....	9:55	194.....	11:56
162.....	9:58	195.....	12:00

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Memphis West Routes Mileage & Trip Rates

<u>Mileage/Routes (Trip Rate Version #)</u> (Flip Rate = FR; Freight = F; Taxi = T)	<u>Departure Station</u>	<u>Arrival Station</u>	<u>Route Code</u>	<u>Route Miles</u>	<u>Trip Rate Version</u>
MEM – Pine Bluff - (Version #1)	93496	37689	03	147.0	1 / A
MEM – Pine Bluff via Fair Oaks	93496	37689	02	164.0 +	
Little Rock – MEM - (Version #1)	37700	93496	01	157.0	1 / A
LR – Hoxie – MEM (Martin Lake Empty)	37700	93496	99	222.0	
MEM – Jonesboro – WB - (Version #2)	93496	37700	84	284.0	2 / B
LR – Hoxie – MEM - (Version #2)	37700	93496	96	296.0	2 / B
LR – Dexter – MEM - (Version #3)	37700	93496	83	383.0	3 / C
MEM – Dexter – PB (+ No Est. Trip Rate)	93496	37689	83	410.0 +	
MEM – PB – LR – MEM - (Version #1)	93496 (FR)	93496 (FR)	03	294.0	FR
MEM – PB – LR – MEM - (Version #1)	93496 (FR)	93496 (FR)	16	316.0	FR
MEM – PB – LR – MEM - (Version #1)	93496 (FR)	93496 (FR)	58	358.0	FR
Pine Bluff – Little Rock (L-GFC5521)	37689	37689	01	100.0	
DOL Relief Crew (N-MEMMEM)	93496	93496	53	130.0	

Working one way and deadheading back in combined service. (FR) 16 316.0 FR
 MEMPTN to LITRUP via PINBLU & back combined service. (FR) 58 358.0 FR
 Routes Codes 16, 53, 58, 83, 84, 96 and L-GFC5521 train crews deadhead (D/H) in *combined service*.
 Additional Mileage Routes and/or No Established Trip Rate (+); Include CA Code “FE” and explain routing and mileage.

Brakeman & Conductor Trip Rates – Springfield Division GN # 188, dated July 14, 2003.
 Engineer Trip Rates – Gulf Division GN # 477, dated September 16, 2005.

<u>Straight Away and Turnaround Service (STAS) Trip Rates</u>				<u>Overtime Chart</u>	
<u>Single Trip (One Way)</u>	<u>Brakeman</u>	<u>Conductor</u>	<u>Engineer</u>	<u>Miles</u>	<u>Hrs. Min.</u>
Version 1 / Version A	\$186.43	\$198.90	\$222.65	130	8’ 00”
				147	9’ 03”
Version 2 / Version B	\$352.77	\$365.24	\$436.44	149	9’ 10”
				150	9’ 12”
Version 3 / Version C	\$488.16	\$500.63	\$561.59	157	9’ 40”
				164	10’ 05”
<u>Flip Trip Rate (Turnaround)</u>				179	11’ 01”
Version 1 / Version A	\$455.57	\$486.04	\$506.43	195	12’ 00”

Rates of Pay Road Service – Conductors, Brakemen & Engineers
 1978 UTU Frisco/SLSF (BNSF) Conductors’ & Brakemen’s Schedule, Article 2,
 Sections A, B & C.

2005 BLET BNSF (Frisco/SLSF) Engineers’ Consolidated Schedule, Article 5,
 Sections A, B & C.

When submitting a claim, remember to include: who, what, where and when.

- 73 – Miscellaneous Agreement Violation = 130 Miles Basic Day UTU Only
- Cars Not in Conjunction with Train or Assignment (UTU), 1B Claim
 - 1993 UTU Crew Consist Agreement, Article I – Crew Consist, Q&A Section 2, Q&A #2 which states,
 - “Q. Does the language ‘straight set-out or pick-up’ contemplate picking up or setting out on more than one track at each yard or location?”
 - “A. No, unless the entire pick-up or set-out could not be held on one track at any yard or location.”
 - If you pull into Amory, Birmingham, Memphis, Pine Bluff or Little Rock and your train fits in the clear on the track and the Yardmaster/Trainmaster (YM/TM) instructs you to set part of your train over to another track you are due a timeslip.
 - If your train does not fit in the clear on the track there is no timeslip due as you are allowed up to three (3) moves in conjunction with your train or assignment.
 - Fill out the timeslip and comments as follows:
 - I was instructed by (AMO/BIR/MEM/PBA/LRK) (YM/TM) to set over (#) cars.
 - The movement of these cars were not in conjunction with my train or assignment as I pulled in on track (#) and the train fit in the clear on said track.
 - Include the time you were instructed and the time work performed.
 - Include who instructed you to perform work.
 - Include the track you pulled in on.
 - Include the track you set the cars over to.
 - Include how many cars and the car initials/numbers.
 - Keep the portion of the wheel report that shows the cars you set over as these records aid in getting the claim paid.
- 73 – Miscellaneous Agreement Violation = 130 Miles Basic Day UTU Only
- Employees Forced Across Seniority Zones West & South (UTU), 1B Claim
 - UTU Midwest Seniority District Agreement
 - If you are forced to work on the Memphis West or Memphis South side and are not marked up for work on that side, then you have crossed the seniority zone and need to fill out a timeslip.
 - Fill out the timeslip and comments as follows:
 - Claiming all temporary transfer benefits payable due to being force assigned across the Midwest Seniority Zone line to the Memphis West or Tupelo Zone.
 - While assigned to Memphis (Board 7, 10, 40 or Job XXX) on the Memphis West or Tupelo Zone, I was force assigned across zones to protect Job XXX on the Memphis West Zone or Tupelo Zone. According to the Midwest Seniority District Agreement use of a trainman across Zones requires the payment of temporary transfer benefit payments.
 - If you deadhead (DH) to Amory, Birmingham or Little Rock to get a train and come back, make sure you show the DH (90010/Train X-XXXXXX1-01) so it is clear as to the service performed.

When submitting a claim, remember to include: who, what, where and when.

BD – BLET Bottom of Board Claim CA Code “BD” = 130 Mile Basic Day

73 – Miscellaneous Agreement Violation = 130 Miles Basic Day UTU

- Bottom of the Board Claims (Violation of First-In/First-Out Rule)
- 1978 Frisco Conductors & Brakemen Schedule, Article 30 – General Rules, Section A – Handling Pool Crews
- 2005 Frisco Engineers Consolidated Schedule, Article 5 – Road Service, Section G – Pool Freight Assignments, (2) Order of Call (First-In/First-Out)

BD – BLET Bottom of Board Claim CA Code “BD” = 130 Mile Basic Day

“Claim code “BD” for a 130 mile basic day. I was runaround by (insert employee’s name) when he/she established a new position ahead of me on (insert pool board number).

When I was called out on train (insert train symbol) on (insert date), (insert employee name) was (insert number) times out behind me on board (insert pool board number). Upon layoff (insert employee name) was moved to the layoff board and his/her pool turn departed the terminal in rotation with employee (insert extra board employee name or other engineer name) at (insert time) hours on (insert date).

Upon markup, (insert employee name) was improperly placed to foot of pool board (insert time and date) establishing a new position on the pool board ahead of me and effectively running around me instead of waiting for (insert his/her) pool turn in accordance with the working schedule (2005 Frisco Engineers Consolidated Schedule, Article 5 – Road Service, Section G – Pool Freight Assignments, (2) Order of Call (First-In/First-Out)) and decades of past practice.”

BD or 73 – UTU Bottom of Board Claim CA Codes “BD” or “73” = 130 Mile Basic Day
Scenario #1 – Claim in favor of the employee marked to the bottom of the board, account mishandled.

REMARKS:

“Claim basic day account mishandled. While I was laid off and away from my pool turn, my turn was worked from (HOME TERMINAL) to (AFHT) by extra Conductor _____ on (DATE), train _____.

When I marked up from my layoff at (TIME) on (DATE), my turn was artificially returned to (HOME TERMINAL) out of rotation and I was marked up on it, in direct violation of the first-in/first-out rule (1978 Frisco Conductors & Brakemen Schedule, Article 30 – General Rules, Section A – Handling Pool Crews).”

When submitting a claim, remember to include: who, what, where and when.

BD or 73 – UTU Bottom of Board Claim = 130 Mile Basic Day – Continued

Scenario #2 – Claim in favor of the employee who comes in immediately behind the employee marked to the bottom of the board, account runaround.

REMARKS:

“Claim a basic day account runaround on board. On (DATE), I was called out of (AFHT) at (TIME) on train (TRAIN SYMBOL). Upon arrival at (HOME TERMINAL) I discovered that Turn (TURN NUMBER PLACED TO THE BOTTOM OF BOARD) subsequently preceded my turn out of (HOME TERMINAL) on (DATE), at (TIME) on (TRAIN SYMBOL), in direct violation of the first-in/first-out rule.”

Scenario #3 – Blanket claim in favor of the entire pool, account loss of earnings (submitted by the Local Chairman once per pay period).

REMARKS:

“Claim XXX miles (District miles multiplied by the number of converted 9900 bum or make-up turns), account improper and excessive use of “bum” or make-up turns. According to TSS crew records, during Pay Period ____, XXX pool turns were artificially returned to (HOME TERMINAL) when the incumbent marked up from an absence. In each instance, the artificially moved Turn was converted to a 9900 “bum” or made-up Turn and worked back to (HOME TERMINAL) by an extra man. The miles worked by those artificially created “bum” or made-up Turns back to (HOME TERMINAL) were owed to pool crews. Each pool turn owner suffered a loss of earnings and is entitled to a proportional share of the lost miles claimed.”

73 – Miscellaneous Agreement Violation

- Conductor & Engineer Denied Layoff Templates (Former Frisco/SLSF)

Working as a Conductor – Use This Template

Claiming a basic day account violation of the 1993 UTU Crew Consist Agreement Article 3, Section 1, item (a) – Guaranteed Extra Boards that states, “The carrier shall maintain a sufficient number of employees to permit reasonable layoff privileges and to protect the service including vacations and other extended vacancies.” I was denied a reasonable layoff on (date) .

Working as an Engineer – Use This Template

Claiming a basic day account violation of the 2005 BLET/BNSF Consolidated Schedule (Former Frisco/SLSF) Article 19, Section D, item 1(a) – Guaranteed Extra Boards that states, “The carrier shall maintain a sufficient number of engineers to permit reasonable layoff privileges and to protect the service including vacations and other extended vacancies.” I was denied a reasonable layoff on (date) .

When submitting a claim remember to include: who, what, where and when.

- 73 – Miscellaneous Agreement Violation = 130 Miles Basic Day UTU & BLET
- DOL/HOSL Relief Memphis West Conductor & Engineer Extra-Boards for trains operating between Little Rock (AFHT) and Memphis (Home Terminal).
 - Dead-On-The-Law (DOL)/Hours of Service Law (HOSL) Relief; there is no dogcatch reference on the former Frisco property of BNSF in either craft. The only references to “dogcatch” are in the two UPSP Trackage Rights Agreements for both the UTU and BLET.
 - 1997 UTU UPSP Trackage Rights Agreement, Side Letter #2, January 16, 1998, Item 2, page 9 of 9 which states:
“The Memphis West extra board will be used to dogcatch trains operating between Little Rock and Memphis; if no one on that board is rested and available, a pool crew may be used.”
 - 1996 BLET UPSP Trackage Rights Implementing Agreement 1B2, Article 1, Section 3, Item B, second sentence, page 3 of 15 which states:
“The Memphis West extra board will be used to dogcatch trains operating between Little Rock and Memphis; if no one on that board is rested and available, a pool engineer may be used.”

MC – Mishandling Crew Calling = 130 Miles Basic Day UTU & BLET

RD – Runaround Penalty (Dispatcher)

- 1978 Frisco Conductors & Brakemen Schedule, Article 30 – General Rules,
Section A – Handling Pool Crews
Section B – Order of Mark-Up
Section C – Runaround
Section D – Pool Crew or Extra Employees Called and Not Used
Section H – Freight Service: Short Turnaround; Side Or Lapback Trips; Short Trips To Or From A Terminal Or An Intermediate Point
- 2005 Frisco Engineers Consolidated Schedule, Article 5 – Road Service,
Section G – Pool Freight Assignments:
(1) Service To Be Protected
(2) Order Of Call (First In/First Out)
(3) Order Of Mark-Up
(4) Short Trips & Short Turnarounds (STAS)
(5) Turnarounds Away-From-Home

80 – Holiday Claims

- 1978 Frisco UTU Conductors & Brakemen Schedule, Article 46 – Holiday Pay
- 2005 Frisco BLET Engineers Consolidated Schedule, Article 31 – Holiday Pay/PLD

Each year the National Railway Labor Conference (NRLC) provides a listing of the recognized holidays for the year based on the National Holiday Agreement.

When submitting a claim, remember to include: who, what, where and when.

80 – Holiday Claims

24 – Holiday Claim for Time-and-a-half if employee works on the holiday

- 1978 Frisco UTU Conductors & Brakemen Schedule, Article 46 – Holiday Pay
- 2005 Frisco BLET Engineers Consolidated Schedule, Article 31 – Holiday Pay/PLD

Assigned Job Qualification

In order to qualify for holiday pay, a TYE employee must work in **yard service**, on a **local**, a **road switcher**, or a **work train assigned of less than 100 miles**. If an employee is currently working in one of these classes, the employee may qualify for holiday pay.

To qualify for holiday pay, an employee must work or be available the day before the holiday, the holiday and the day after the holiday. When an employee qualifies for holiday pay, he/she is paid one basic day at the rate of the last service performed. This should be submitted under Code 80. If the employee works on the holiday, he/she is additionally entitled to pay at the rate of time-and-a-half under Code 24.

If an employee works on a holiday, on an assignment that falls under the National Holiday Agreement, the Compensation Systems program will auto-generate Code 24 (time-and-a-half) for performing service on the holiday, and the employee must claim Code 80 for holiday pay.

If service is **not** performed on the holiday, then an employee should claim Code 80 on the first day service is performed after the holiday. If needing to make more than one holiday claim on the next working ticket, the employee would input multiple code 80 claims. For example an employee is off from Christmas Eve through New Year's Day and returning on January 2nd. On the employee's working ticket of January 2nd, he or she would claim four codes 80 inputting the correct dates of the holidays.

Extra Board Qualification

Employees on qualifying extra boards can also qualify for holiday pay by:

A. Performing yard service on the calendar days immediately preceding and immediately following the holiday, and be available for yard service the full calendar day on the holiday. (OR)

B. Be available for yard service on the full calendar days immediately preceding and immediately following the holiday and perform yard service on such holiday (OR)

C. If such employee cannot qualify under A or B, then in order to qualify, he/she must be available for yard service on the full calendar days immediately preceding and immediately following the holiday, or perform yard service on any one or more of such days and be so available on the other day or days, and compensation for yard service paid him/her by the carrier is credited on 11 or more of the 30 calendar days immediately preceding the holiday.

88 – Making Statements and Reports for Situations Other Than Investigations

- Making a statement and/or report to a BNSF Claims Representative in such cases as railroad grade crossing accidents, collisions and railroad equipment collisions/rakings. Claim must be approved by local supervisor. Include start time, end time and claims representative's name.
- 1978 Frisco Conductors and Brakemen's Schedule, Article 49, Section B – Making Statements and Reports, which states:
“Conductors or Brakemen making statements or reports on their own time at the request of an Officer of the Carrier will be paid in the same manner as is provided for in Article 50, Section B.” For the purpose of pay Article 50, Section B states:
“Employees attending investigations or making statements or reports on their own time (i.e., without loss of time from their assignment) at the request of an Officer of the Carrier will be paid at overtime rate for actual time held with a minimum of 2 hours at overtime rate. Time commences at the time ordered to report. This not to apply to employees found responsible for the occurrence which instigated the investigation or statement.”
- 2005 Frisco Engineers Consolidated Schedule, Article 28, Section B - Making Statements And Reports and for the matter of pay, Article 29, Section B - Attending Investigations Or Making Statements On Their Own Time.

88 – Making Statements and Reports for Situations Other Than Investigations – Cont.

- Claim as follows:
“Claimant is claiming 32.5 miles (two hours minimum) account claimant came in on his own time to make a statement to claims representative (Claims Rep's Name) regarding the (Train Symbol) grade crossing collision with automobile on (Insert Date) at (Location/City & State). Claiming pay per BNSF BLET 2005 Consolidated Schedule, Article 28, Section B (Making Statements And Reports) and for the purpose of pay, Article 29, Section B (Attending Investigations Or Making Statements On Their Own Time).

89 – Making Statements and Reports for Investigations

- Information requested for claim as follows:
Principal's Name, Union Witness Y/N, BNSF Witness Y/N, Start Time, End Time, Conducting Officer, At Fault Y/N and comments/remarks.

EF – Engineer Familiarization/Qualification Trips

2007 BLET BNSF On-Property Agreement, Article 5 – System Familiarization Trips

1996 BLE BN On-Property Agreement/Memorandum of Agreement,
Article XVII- TERRITORIAL QUALIFICATION, which states,

“When an engineer is required by rules to make territorial qualification or familiarization trips, such engineer will be compensated by allowance of a basic day at the rate of the Engineers Guaranteed Extra List Agreement, dated April 4, 1994, for each trip or tour of duty. Such trips will be made with a certified engineer who is currently qualified on the territory, or with a qualified officer of the Carrier.”

130 Mile Day Mileage Chart - 16.25 MPH/0.2708333 Miles Per Minute
Thru Freight Service

MIN	HR0	HR1	HR2	HR3	HR4	HR5	HR6	HR7	HR8
0	0.0	16.3	32.5	48.8	65.0	81.3	97.5	113.8	130.0
1	0.3	16.5	32.8	49.0	65.3	81.6	97.8	114.1	130.3
2	0.5	16.8	33.0	49.3	65.5				
3	0.8	17.1	33.3	49.6	65.8				
4	1.1	17.3	33.6	49.8	66.1				
5	1.4	17.6	33.9	50.1	66.4				
6	1.6	17.9	34.1	50.4	66.6				
7	1.9	18.1	34.4	50.6	66.9				
8	2.2	18.4	34.7	50.9	67.2				
9	2.4	18.7	34.9	51.2	67.4				
10	2.7	19.0	35.2	51.5	67.7				
11	3.0	19.2	35.5	51.7	68.0				
12	3.3	19.5	35.8	52.0	68.3				
13	3.5	19.8	36.0	52.3	68.3				
14	3.8	20.0	36.3	52.5	68.5				
15	4.1	20.3	36.6	52.8	69.1				
16	4.3	20.6	36.8	53.1	69.3				
17	4.6	20.9	37.1	53.4	69.6				
18	4.9	21.1	37.4	53.6	69.9				
19	5.1	21.4	37.6	53.9	70.1				
20	5.4	21.7	37.9	54.2	70.4				
21	5.7	21.9	38.2	54.4	70.7				
22	6.0	22.2	38.5	54.7	71.0				
23	6.2	22.5	38.7	55.0	71.2				
24	6.5	22.8	39.0	55.3	71.5				
25	6.8	23.0	39.3	55.5	71.8				
26	7.0	23.3	39.5	55.8	72.0				
27	7.3	23.6	39.8	56.1	72.3				
28	7.6	23.8	40.1	56.3	72.6				
29	7.9	24.1	40.4	56.6	72.9				
30	8.1	24.4	40.6	56.9	73.1				
31	8.4	24.6	40.9	57.1	73.4				
32	8.7	24.9	41.2	57.4	73.7				
33	8.9	25.2	41.4	57.7	73.9				
34	9.2	25.5	41.7	58.0	74.2				
35	9.5	25.7	42.0	58.2	74.5				
36	9.8	26.0	42.3	58.5	74.8				
37	10.0	26.3	42.5	58.8	75.0				
38	10.3	26.5	42.8	59.0	75.3				
39	10.6	26.8	43.1	59.3	75.6				
40	10.8	27.1	43.3	59.6	75.8				

130 Mile Day Mileage Chart - 16.25 MPH/0.2708333 Miles Per Minute
Thru Freight Service

MIN	HR0	HR1	HR2	HR3	HR4
41	11.1	27.4	43.6	59.9	76.1
42	11.4	27.6	43.9	60.1	76.4
43	11.6	27.9	44.1	60.4	76.6
44	11.9	28.2	44.4	60.7	76.9
45	12.2	28.4	44.7	60.9	77.2
46	12.5	28.7	45.0	61.2	77.5
47	12.7	29.0	45.2	61.5	77.7
48	13.0	29.3	45.5	61.8	78.0
49	13.3	29.5	45.8	62.0	78.3
50	13.5	29.8	46.0	62.3	78.5
51	13.8	30.1	46.3	62.6	78.8
52	14.1	30.3	46.6	62.8	79.1
53	14.4	30.6	46.9	63.1	79.4
54	14.6	30.9	47.1	63.4	79.6
55	14.9	31.1	47.4	63.6	79.9
56	15.2	31.4	47.7	63.9	80.2
57	15.4	31.7	47.9	64.2	80.4
58	15.7	32.0	48.2	64.5	80.7
59	16.0	32.2	48.5	64.7	81.0

Pool Mileage Chart OT Rate 24.325 miles per Hour

Password to unlock = JERRY

O.D.	8 Hrs ? Min	9 Hrs ? Min	10 Hrs ? Min	11 Hrs ? Min	12 Hrs ? Min	13 Hrs ? Min	14 Hrs ? Min	15 Hrs ? Min	16 Hrs ? Min	O.D.	17 Hrs ? Min	18 Hrs ? Min	19 Hrs ? Min	20 Hrs ? Min	21 Hrs ? Min	22 Hrs ? Min	23 Hrs ? Min	24 Hrs ? Min	25 Hrs ? Min	O.D.
Min										Min										Min
:00	130	154	179	203	227	252	276	300	325	:00	349	373	398	422	446	471	495	519	544	:00
:05	132	156	181	205	229	254	278	302	327	:05	351	375	400	424	448	473	497	521	546	:05
:10	134	158	183	207	231	256	280	304	329	:10	353	377	402	426	450	475	499	523	548	:10
:15	136	160	185	209	233	258	282	306	331	:15	355	379	404	428	452	477	501	525	550	:15
:20	138	162	187	211	235	260	284	308	333	:20	357	381	406	430	454	479	503	527	552	:20
:25	140	164	189	213	237	262	286	310	335	:25	359	383	408	432	456	481	505	529	554	:25
:30	142	166	191	215	239	264	288	312	337	:30	361	385	410	434	458	483	507	531	556	:30
:35	144	169	193	217	241	266	290	314	339	:35	363	387	412	436	460	485	509	533	558	:35
:40	146	171	195	219	244	268	292	316	341	:40	365	389	414	438	462	487	511	535	560	:40
:45	148	173	197	221	246	270	294	319	343	:45	367	391	416	440	464	489	513	537	562	:45
:50	150	175	199	223	248	272	296	321	345	:50	369	394	418	442	466	491	515	539	564	:50
:55	152	177	201	225	250	274	298	323	347	:55	371	396	420	444	469	493	517	541	566	:55

Held Away From Home Terminal Mileage Chart 16.25 miles per Hour

HAHT	0 Hrs ? Min	1 Hrs ? Min	2 Hrs ? Min	3 Hrs ? Min	4 Hrs ? Min	5 Hrs ? Min	6 Hrs ? Min	7 Hrs ? Min	8 Hrs ? Min	HAHT	9 Hrs ? Min	10 Hrs ? Min	11 Hrs ? Min	12 Hrs ? Min	13 Hrs ? Min	14 Hrs ? Min	15 Hrs ? Min	16 Hrs ? Min	17 Hrs ? Min	HAHT
Min										Min										Min
:00	0	16	33	49	65	81	98	114	130	:00	146	163	179	195	211	228	244	260	276	:00
:05	1	18	34	50	66	83	99	115	131	:05	148	164	180	196	213	229	245	261	278	:05
:10	3	19	35	51	68	84	100	116	133	:10	149	165	181	198	214	230	246	263	279	:10
:15	4	20	37	53	69	85	102	118	134	:15	150	167	183	199	215	232	248	264	280	:15
:20	5	22	38	54	70	87	103	119	135	:20	152	168	184	200	217	233	249	265	282	:20
:25	7	23	39	56	72	88	104	121	137	:25	153	169	186	202	218	234	251	267	283	:25
:30	8	24	41	57	73	89	106	122	138	:30	154	171	187	203	219	236	252	268	284	:30
:35	9	26	42	58	74	91	107	123	139	:35	156	172	188	204	221	237	253	269	286	:35
:40	11	27	43	60	76	92	108	125	141	:40	157	173	190	206	222	238	255	271	287	:40
:45	12	28	45	61	77	93	110	126	142	:45	158	175	191	207	223	240	256	272	288	:45
:50	14	30	46	62	79	95	111	127	144	:50	160	176	192	209	225	241	257	274	290	:50
:55	15	31	47	64	80	96	112	129	145	:55	161	177	194	210	226	242	259	275	291	:55

130 Mile Day Mileage Chart - 16.25 MPH/0.2708333 Miles Per Minute
Thru Freight Service 147 Pool Miles

Enter Line Miles >>>> 147

JKF 2006

Password to unlock = JERRY

Pool Mileage Chart

OT Rate 24.325 miles per Hour

O.D.	8 Hrs ? Min	9 Hrs ? Min	10 Hrs ? Min	11 Hrs ? Min	12 Hrs ? Min	13 Hrs ? Min	14 Hrs ? Min	15 Hrs ? Min	16 Hrs ? Min	O.D.	17 Hrs ? Min	18 Hrs ? Min	19 Hrs ? Min	20 Hrs ? Min	21 Hrs ? Min	22 Hrs ? Min	23 Hrs ? Min	24 Hrs ? Min	25 Hrs ? Min	O.D.	
Min										Min											Min
:00	147	154	179	203	227	252	276	300	325	:00	349	373	398	422	446	471	495	519	544	:00	
:05	147	156	181	205	229	254	278	302	327	:05	351	375	400	424	448	473	497	521	546	:05	
:10	147	158	183	207	231	256	280	304	329	:10	353	377	402	426	450	475	499	523	548	:10	
:15	147	160	185	209	233	258	282	306	331	:15	355	379	404	428	452	477	501	525	550	:15	
:20	147	162	187	211	235	260	284	308	333	:20	357	381	406	430	454	479	503	527	552	:20	
:25	147	164	189	213	237	262	286	310	335	:25	359	383	408	432	456	481	505	529	554	:25	
:30	147	166	191	215	239	264	288	312	337	:30	361	385	410	434	458	483	507	531	556	:30	
:35	147	169	193	217	241	266	290	314	339	:35	363	387	412	436	460	485	509	533	558	:35	
:40	147	171	195	219	244	268	292	316	341	:40	365	389	414	438	462	487	511	535	560	:40	
:45	148	173	197	221	246	270	294	319	343	:45	367	391	416	440	464	489	513	537	562	:45	
:50	150	175	199	223	248	272	296	321	345	:50	369	394	418	442	466	491	515	539	564	:50	
:55	152	177	201	225	250	274	298	323	347	:55	371	396	420	444	469	493	517	541	566	:55	

Held Away From Home Terminal Mileage Chart

16.25 miles per Hour

HAHT	0 Hrs ? Min	1 Hrs ? Min	2 Hrs ? Min	3 Hrs ? Min	4 Hrs ? Min	5 Hrs ? Min	6 Hrs ? Min	7 Hrs ? Min	8 Hrs ? Min	HAHT	9 Hrs ? Min	10 Hrs ? Min	11 Hrs ? Min	12 Hrs ? Min	13 Hrs ? Min	14 Hrs ? Min	15 Hrs ? Min	16 Hrs ? Min	17 Hrs ? Min	HAHT	
Min										Min											Min
:00	0	16	33	49	65	81	98	114	130	:00	146	163	179	195	211	228	244	260	276	:00	
:05	1	18	34	50	66	83	99	115	131	:05	148	164	180	196	213	229	245	261	278	:05	
:10	3	19	35	51	68	84	100	116	133	:10	149	165	181	198	214	230	246	263	279	:10	
:15	4	20	37	53	69	85	102	118	134	:15	150	167	183	199	215	232	248	264	280	:15	
:20	5	22	38	54	70	87	103	119	135	:20	152	168	184	200	217	233	249	265	282	:20	
:25	7	23	39	56	72	88	104	121	137	:25	153	169	186	202	218	234	251	267	283	:25	
:30	8	24	41	57	73	89	106	122	138	:30	154	171	187	203	219	236	252	268	284	:30	
:35	9	26	42	58	74	91	107	123	139	:35	156	172	188	204	221	237	253	269	286	:35	
:40	11	27	43	60	76	92	108	125	141	:40	157	173	190	206	222	238	255	271	287	:40	
:45	12	28	45	61	77	93	110	126	142	:45	158	175	191	207	223	240	256	272	288	:45	
:50	14	30	46	62	79	95	111	127	144	:50	160	176	192	209	225	241	257	274	290	:50	
:55	15	31	47	64	80	96	112	129	145	:55	161	177	194	210	226	242	259	275	291	:55	

130 Mile Day Mileage Chart - 16.25 MPH/0.2708333 Miles Per Minute
Thru Freight Service 157 Pool Miles

Enter Line Miles >>>> 157

JKF 2006

Password to unlock = JERRY

Pool Mileage Chart

OT Rate 24.325 miles per Hour

O.D.	8 Hrs ? Min	9 Hrs ? Min	10 Hrs ? Min	11 Hrs ? Min	12 Hrs ? Min	13 Hrs ? Min	14 Hrs ? Min	15 Hrs ? Min	16 Hrs ? Min	O.D.	17 Hrs ? Min	18 Hrs ? Min	19 Hrs ? Min	20 Hrs ? Min	21 Hrs ? Min	22 Hrs ? Min	23 Hrs ? Min	24 Hrs ? Min	25 Hrs ? Min	O.D.	
Min										Min											Min
:00	157	157	179	203	227	252	276	300	325	:00	349	373	398	422	446	471	495	519	544	:00	
:05	157	157	181	205	229	254	278	302	327	:05	351	375	400	424	448	473	497	521	546	:05	
:10	157	158	183	207	231	256	280	304	329	:10	353	377	402	426	450	475	499	523	548	:10	
:15	157	160	185	209	233	258	282	306	331	:15	355	379	404	428	452	477	501	525	550	:15	
:20	157	162	187	211	235	260	284	308	333	:20	357	381	406	430	454	479	503	527	552	:20	
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