

BNSF (SLSF) GCA 2nd Day Claim Form

Date: _____ On-Duty Time: _____ Switching Limits (MP) _____

(1st) Train: _____ Dispatcher / Supervisor: _____

Departure Time: _____ Arrive MP _____ Time: _____

Depart MP _____ Time: _____ Arrival Time (Terminal): _____

Exceeded 25 (rail) miles limit: Yes No 100 (rail) miles on all trips: Yes No

Total miles: _____ On-Duty 8 hours or more - departing home terminal: Yes No

(2nd) Train: _____ Dispatcher / Supervisor: _____

Departure Time: _____ Arrive MP _____ Time: _____

Depart MP _____ Time: _____ Arrival Time (Terminal): _____

Exceeded 25 (rail) miles limit: Yes No 100 (rail) miles on all trips: Yes No

Total miles: _____ On-Duty 8 hours or more - departing home terminal: Yes No

(3rd) Train: _____ Dispatcher / Supervisor: _____

Departure Time: _____ Arrive MP _____ Time: _____

Depart MP _____ Time: _____ Arrival Time (Terminal): _____

Exceeded 25 (rail) miles limit: Yes No 100 (rail) miles on all trips: Yes No

Total miles: _____ On-Duty 8 hours or more - departing home terminal: Yes No

(4th) Train: _____ Dispatcher / Supervisor: _____

Departure Time: _____ Arrive MP _____ Time: _____

Depart MP _____ Time: _____ Arrival Time (Terminal): _____

Exceeded 25 (rail) miles limit: Yes No 100 (rail) miles on all trips: Yes No

Total miles: _____ On-Duty 8 hours or more - departing home terminal: Yes No

2005 SLSF Consolidated Schedule
Article 5 – Section G (4)
Short Trips & Short Turnarounds

(a) Engineers in pool or irregular freight service may be called to make short trips and turnarounds with the understanding that one or more turnaround trips may be started out of the same terminal and paid actual miles with a minimum of 100 miles for a day provided (1) that the mileage of all of the trips does not exceed 100 miles; (2) that the distance run from the terminal to the turning point does not exceed 25 miles; and (3) that the Engineers shall not be required to begin work on a succeeding trip out of the initial terminal after having been on duty 8 consecutive hours, except as a new day subject to the first-in/first out rule or practice.

(b) It is understood that under this Paragraph (4), Engineers will not be run off their assigned district, and the Caller will notify Engineers when they are being called for such short turns.

(c) On turnarounds of less than 100 miles, if more than 8 hours have been consumed before starting on a second trip, a second turn will not be made; but if required, it will be considered as an additional (new) day.

GCA Note and Interpretation

It is the position of the Committee that when/if an engineer breaches the 25-(rail) mile limit from the appropriate switching limits; a second (new) day claim should be made beginning at that time and milepost. This new day claim should include the CA Code – PD. If the same engineer aggregates out of the same terminal, a companion claim for the first-out engineer (at the time the violation occurs) should be filed. Furthermore, if another trip is NOT made from the same terminal, a companion claim for the first-out engineer is improper.

Due to the fact that other engineers should be called for service when the limits are exceeded / violated as referenced above, it is considerate to notify the first-out engineer who stood for this service and/or their BLET Representative so a companion claim may be filed.

Also, although the 25-mile criterion and the 8-hour limit or 100-mile limit could simultaneously be breached for an additional train; only one claim is proper. In other words, an engineer should not compound one threshold with another to duplicate such payment.

Be certain when filing claim outside the 25-mile radius from the switching limits that you denote the entire accumulated time outside those limits on your ticket.