

**Article 6(D)****MORE THAN ONE CLASS OF ROAD SERVICE RULE**

(d) Road employes employed in any class of road service may be required to perform two or more classes of road service in a day or trip subject to the following terms and conditions:

**A. Payment:**

1. Except as qualified by A-2 below, payment for the entire service shall be made at the highest rate applicable to any class of service performed, the overtime basis for the rate paid to apply for the entire trip. Not less than a minimum day will be paid for the combined service.
2. Road employes in through freight and passenger service only shall receive full payment for the regular day or trip based on miles or hours applicable to the regular day or trip plus extra compensation on a minute basis for all additional time required in the other class of road service.

The rate paid both for the regular trip and for the additional time shall be the highest rate applicable to any class of service performed during the entire day or trip.

On the working ticket this would be used to change rate of pay. Please explain this change of service code under the CA Code (FE). If you're unsure of the proper service occupation code, you can hit the F1 button on the service code line and it will pop up a help box with the code list.

On duty at 0030 hours for HOS for train XXXX. Took train from XXXX to XXXX for 130 miles. After relieving train XXXX we were instructed by (DS, CHIEF, Train master, etc.) to relieve (local) at MP XXXX and take it to MPXXXX. Per Article 6(D) this ticket should be paid at the highest rate for all miles. Total miles accumulated was XXXX.

Scenario for A2 would be, a crew working in though freight from point A to B and the crew was required to stop and pick up (ballast, rail cars) or had these cars in their train and were instructed to stop and dump/lay (ballast, rail) which would be considered work train rate. The time consumed should be paid at 16.25 miles an hour above the trip rate. Please note the conductor would need to be on the ground at the time of this work for this violation to occur.

Claim for work train rate of pay account instructed by (DS, Chief, Trainmaster, etc.) to stop and pick up 5 (ballast, rail) cars at Station XXXX and proceed to MP XXXX where we were instructed by MOW to dump/lay the (ballast, rail) cars at

MpXXXX. Arrived at MP XXXX at 0920 hours, dumped/laid (ballast, rail) from MP XXXX to MP XXXX ending at 1045 hours. 1 hour and 25 minutes were consumed dumping/laying (ballast, rail) for 23 miles.

**Article 7(A)(7)**

(a)(7) Conductors in irregular or assigned freight service and in local freight service performing one hour, forty-five minutes (1'45") or more station switching as defined by the local freight conversion rule within the limits of a road switcher assignment will convert to the road switcher rate of pay. This not to affect application of the local freight conversion rule when the road switcher rate is not paid. (See Appendix 11)

This is violation you will need to put all moves with car numbers and tracks involved. All time performing switching would be counted inside the limits if you worked more than on location or station withing the road switcher limits. Only the time involved in switching would be allowed to count towards the 1 hour and 45 minutes. Travel time wouldn't be consider concerning this time limit.

Claim Road Switcher rate of pay per Article 7 (A) (7) account performing work for 1 hour and 45 minutes or more within the limits of Road Switcher XXXXX. Arrived at (Station, MP) at 1035 hours. Switched cars XXXXX to track XXXX to uncover our pickup. Picked up cars XXXX out of track XXXX and doubled them to our train on the main. Went back to track XXXX for cars XXXX which was set back into track XXXX. Picked up 15 cars XXXX out of track XXXX and set car XXXX to our train. Switched 4 cars XXXX back to our train. Then put the remainder of the cars back to track XXXX. Total time consumed (1' 45" minutes or more)

**Article 10**

## ARTICLE 10

## SHORT TURNAROUNDS

Employees in pool or irregular freight service may be called to make short trips or turnarounds with the understanding that one or more turnaround trips may be started out of the same terminal and paid actual miles, with minimum of 100 miles for a day; provided (1) that the mileage of all the trips does not exceed 100 miles, and (2) that employees shall not be required to begin work on a succeeding trip out of 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.

On XXXX we were called for train XXXX at 0030 hours. We took train XXX from (MP, Terminal) to (MP, Terminal) for a total of 130 miles. When we arrived at our home terminal we were instructed by (DS, Chief, Train Master, etc.) to depart the terminal after being on duty eight hours or more to take train XXXX from (MP, Terminal) to (MP, Terminal). This is a violation of Article 10 of the ATSF Road schedule for a basic day.

