

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

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

### **BLET and UTU 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).

- In order to qualify for a new day, the crew has to depart the terminal again after the trip on which the 25 mile limit violation occurred. For example:
  - If a crew 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, they would get a new day for trip 2 because they violated the agreement on trip 1.
  - 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, they would not qualify for a penalty because they did not depart again after the short turnaround violation occurred.
  - If they made 3 trips that were all 30 miles out and 30 miles back, they would get 3 total days due to departing again after the agreement violation on trip 1 and trip 2.
- If the employee goes out multiple times but does not qualify for a new day on any of these trips and the total miles run for all the trips is more than 100 miles, then the employee departs on another train they would be entitled to the 2B new day payment.
- If the employee 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.

### **BLET and UTU 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 UTU 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 Territory:**

The BLET on the former CB&Q, GN, NP, SP&S and C&S have agreements to allow a 2B payment if the engineer performs turn around service operating beyond the 25 rail miles turning point and then departs the terminal again. If the engineer merely operates turn around service more than the 25 miles past the turning point on a single trip or the last trip, they receive actual miles with a minimum of a basic day but they do not qualify for a 2B payment.

- In order to qualify for a new day under the 25 mile limitation, an engineer has to depart the terminal again after the trip on which the 25 mile limit violation occurred. 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, they would get a new day for trip 2 because they exceeded the 25 miles limits on trip 1.
  - 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, they would not qualify for a new day because they did not depart again after the 25 mile limit violation occurred.
  - If an engineer made 3 trips that were all 30 miles out and 30 miles back, they would get 3 total days due to departing again after the agreement violation on trip 1 and trip 2.
  
- In order to qualify for a new day payment under the more than 8 hours on duty provision, an engineer 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. For example:
  - If an engineer was on duty at 1000 hours and performed 4 turn around trips that totaled less than 100 miles, none exceeded 25 miles and the last departure was after 1800 hours, the engineer would qualify for a new day payment.
  - If an engineer exceeded 100 miles with the first, second and third trip (20, 20 and 60 one way miles respectively), the engineer 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.
  - If an engineer operates beyond the 25 mile limitation and is used in additional trips. Then the engineer departs on the third trip after 8 hours on duty but less than 8 hours after the first trip. Since the engineer was paid a 2B new day payment for the second and third trips, the engineer's departure time for the second trip is the time used for determining an additional 2B new day payment under the 8 hours on duty provision.
  
- In order to qualify for a new day payment when an engineer operates in excess of 100 miles, an engineer 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 an engineer makes multiple trips and the total miles operated exceed 100 miles, the engineer qualifies for a 2B payment for the last trip or trips.
  - If an engineer operated more than 100 miles for all three trips but less than 100 miles for the second and third trips, the engineer is not due an additional 2B new day payment.
  - If an engineer makes a single trip and the total miles operated exceed 100 miles, the engineer is due actual miles operated with a minimum of a basic day but they do not qualify for the 2B new day payment.

**UTU Non-Trip Rate Territory:**

The UTU 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.

- 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. For example:
  - If the train crew was on duty at 1000 hours and performed 4 turn around trips that totaled less than 100 miles and the last departure was after 1800 hours, the train crew would qualify for a new day payment.
  - 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 a train crew operated more than 100 miles for all three trips but less than 100 miles for the second and third trips, the train crew is not 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.

**BLET and UTU Trip Rate 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 UTU on the former CB&Q working in trip rate territory and performing this kind of service will be allowed overtime after 8 hours plus the overtime extender.
- BLET on the former GN, NP and SP&S working in trip rate territory and performing this kind of service will be allowed overtime after 8 hours plus the overtime extender.
- UTU on the former GN, NP and SP&S working in trip rate territory and performing this kind of service will be allowed overtime after actual miles operated are run off plus the overtime extender.
- BLET and UTU on the former C&S working in trip rate territory and performing this kind of service will be allowed overtime after actual miles operated are run off plus the overtime extender.