



## **Coastlines Agreement**

**Time claim**

**Templates**

This booklet was prepared for you by the General Committee, and is intended to serve as a guideline to put time claims in. These templates do not ensure payment of any time claims, and these examples are only to be used to assist our members in putting the correct information on the claim. Please pay attention to the items that are in RED/UNDERLINED this is the information that is required to get the claims paid. There are many other claims that can be collected and other ways of writing them these are only suggestions.

If there are any other claims that you would like to see added please contact our office by e-mail at [utugo017@verizon.net](mailto:utugo017@verizon.net) or you can check for updates at [utugo017.org](http://utugo017.org).

### Valid CA Codes for the (Coastlines)

	Good for Pre 85	Good for Post 85
AB) Assignment Annulled/Abolished	X	X
AN) Assignment Annulled/Abolished	X	X
AO) Called and Released (After on Duty)	X	X
AP) Activation Penalty	X	X
AT) Assisting other Trains Enroute	X	X
BD) Board Runaround	X	X
CO) Personal Leave Day (Carryover)	X	X
CT) CBT Training Class	X	X
DO) Operating Decision	X	X
FE) Further instructions	X	X
FH) Foreign Line Helper	X	X
FT) Final Terminal Switching	X	NO
HO) Hanging on the Side of a Car	X	X
HR) Hours of Service Relief	X	X
IA) Conductor Instructing Trainee	X	X
IF) I Forgot	X	X
IM) Conductor Only Penalty	X	X

### Valid CA Codes for the (Coastlines)

	Good for Pre 85	Good for Post 85
IT) Initial Terminal Switching	X	NO
LP) Lap backs and Side trips	X	X
MA) Mileage Allowance	X	X
MC) Mishandling Crew Support	X	X
MR) Mileage Reimbursements	X	X
PO) Called and Released (Prior to on Duty)	X	X
RD) Board Runaround Dispatcher	X	X
RE) Remote Control Allowance	X	X
SD) Side Trips or Lap backs	X	X
UO) Used Off (Yard Service)	X	X
WT) Waiting for Transport	X	NO
YA) Yard Runaround	X	X
YS) Road Crews Performing Yard Service	X	X
05) Bereavement Leave	X	X
07) Two Meal Allowance	X	X
11) Doubling in Yard Service	X	X

### Valid CA Codes for the (Coastlines)

	Good for Pre 85	Good for Post 85
13) Air Pay	X	NO
14) Final Terminal Delay	X	NO
17) Initial Terminal Delay	X	NO
19) Lodging Allowance	X	X
20) Two Meals and a Lodging Allowance	X	X
21) Rest Day Claims for OT (Sixth day start)	X	X
22) Meal Period Claim (Yard Service)	X	X
23) Herder Rate	X	X
24) Time and ½ working holiday	X	X
25) One Meal allowance	X	X
27) Footboard Yardmaster Rate	X	X
28) Car Retarder Rate	X	X
29) Yard Rate in Road Service	X	X
30) Held Away From Home Terminal	X	X
33) Working Outside Switching Limits	X	NO
34) Placing of removing ETD/ETM	X	X (Pre 95)

### Valid CA Codes for the (Coastlines)

	Good for Pre 85	Good for Post 85
38) Called Prior to or After Assigned Time	X	X
39) Handling More than 50 loads (Cajon)	X	NO
41) \$5.00 Late Meal Allowance	X	X
56) Monetary Allowance (Coastlines)	X	NO
57) Trading Trains	X	NO
73) Mishandling in Operations	X	X
74) Held Off Regular Assignment	X	X
76) Make Whole Used off Assignment	X	X
78) Interchange Violation	X	X
80) Holiday Claims	X	X
81) Personal Leave Days	X	X
83) Military Duty	X	X
85) Jury Duty	X	X
86) Reduced Assignment (5 day rate)	X	NO



# **ROAD CLAIMS**

**Job Annulled (Road Service)**  
**This claim is valid if your job was annulled on a**  
**(Holiday)**  
**And your job is advertised for under 100 miles**

AN) Claiming 100 miles at Road switcher rate of pay account my job was held in on 12/25/04. I am allowed 100 miles per Article 12 (Holiday Rule) this assignment is advertised for less than 100 miles therefore please allow one basic day.

**Job Annulled (Road Service)**  
**This claim is valid if your job is annulled because of**  
**(NO RESTED MEN)**

AN) Claiming 100 miles at Road switcher rate of pay account my job was held in on 10/15/04. I showed up to work the RCAL011 at 1400 and I was informed that there weren't any rested men available to fill the brakeman/conductor slot therefore my job was annulled. Please allow 100 miles code AN for this annulment.

**(PO) Called and released prior to on duty time**  
Valid if you were contacted prior to being on duty

PO) Claiming one hour's pay account I was called and released. I was called at 1400 for an on duty time of 1530. I received a call and 1525 informing me that I was released from service. Please allow one hours pay as prescribed by Article 22 of the Coastlines agreement.

**(AO) Called and released on duty in excess of on hour**

**This claim is valid if you are on duty in excess of**

**(ONE HOUR)**

**If you are on duty less then one hour see claim for less then one hour**

AO) Claiming (25) miles account I was called and released. I was called at 1400 for an on duty time of 1530. I showed up at 1530. I collected my GTB's and waited for my train. At 1730 I was released, because I was no longer needed allow two hours payment for the time I was on duty.

**(AO) Called and Released after performing service  
Claim valid for one basic day if you  
(PERFORMED SERVICE)  
Before being released**

AO) Claiming one basic day (130 miles) account I was called and released. I was called at 1400 for an on duty time of 1530. I showed up at 1530 and performed service I placed ETD #326514 on to car BNSF 857456 and inspected said car. At 1600 I was released due, and to the fact that I performed service allow 1 basic day.

**(HO) claim**

**Valid if required to ride the point in excess of 1 mile and a  
Caboose would have been used**

HO) Claiming 25 miles code HO account I was required by trainmaster Jones to ride the point in excess of 1 mile. I rode BNSF 85214 from MP 4 to MP 8. This move was required because there is not a runaround track and this is the only way to make this move. Please allow for both crew members as stated in board award 419.

**(IM) Conductor only violation**  
**Switching (Valid Anywhere) in conductor only service**

IM) Claiming 194 miles brakeman's wages while working on train QRICALT1-25A on 08/21/04 I was required to switch. While making a pickup at Stockton track 2215 I had two cars in the middle of my pick up that I had to switch out. 1) I first set car TTAX 12465 to track 2216. 2) Then I set cars DTTX 158798 through RTTX 154789 back to track 2215. 3) Then I set RTTX 458221 to track 2216 then doubled over to 2215 and went out to the mainline to pick up the remainder of my train. This was authorized by on duty ATM Smith.

**(IM) Conductor only violation**  
**Pickup Buried (**Valid anywhere**) in Conductor only service**

IM) Claiming Brakeman's wages for 149 miles code IM account while working on the PCHILAC126A on 01/29/04 I had to make a pickup at San Bernardino in track 3208 my pick up was buried by DTTX 25546. I had to set DTTX 25546 from track 3208 to 3209 in order to pick up RTTX 589787 through TTAX 895576 out of 3208. This was all done conductor only and DS 11 TLJ authorized this move at 1732.

**(IM) Conductor only violation Engine not first out  
(Valid only at an intermediate point)  
in conductor only service**

IM) Claiming Brakeman's wages of 271 miles code IM account while making my engine pick up at Gallup, New Mexico on 10/25/04 while working on the HDENBAR1-22A. I had to pick up engine ATSF 8293 out of track 1591 this engine was buried behind BN 4565 I had to set engine BN 4565 to track 1592 to make this pickup. This is in violation of the 1992 crew consist agreement which states that when picking up an engine at an intermediated point the engines will be first out. This was all done conductor only and was authorized by DS 11 TLJ.

**(IM) Conductor only violation**  
**Excess of Three moves (**Valid Anywhere**) in conductor only service**

IM) Claiming 300 miles brakeman's wages account while working the OPHXCHI1-27A required to make more than the three moves allowed by the 1992 Crew Consist agreement 1) At Glendale I picked up cars TTAX 123465 through DTTX 123456 out of track 1295. 2) At Glendale I picked up cars ABOX 45678 through CP 58798 out of track 1401. 3) At Ennis I picked up DTTX 15467 through OTTX 54557 out of track 2220. 4) At Winslow I set out DTTX 15467 through ATSF 2564 in track 2807. This was authorized by DS 11 TLJ at 1730.

**(BD) Board Runaround  
(Road Service)**

BD) Claiming one basic day account I was run around. I hit the switch at 10:00 A.M. on 1/01/05 and tied up at 10:15 A.M. John Smith hit the switch at 10:15 A.M 1/01/05 and tied up at 10:20 A.M. I was called at 1320 on 01/02/05 for train QLACNYC1-02A and John Smith was called at 1300 on RCAL031-02 causing this board run around.

**Switching while in (Road Service)**  
**Claim is only valid in (Yards with yard crews on duty)**  
**if working with a full crew. If in conductor only service see claims for**  
**Code IM**

YS) Claiming 100 miles account required to switch in the Stockton yard while working the LCAL0211. We were required switch out several cars in our train in track 2201 that did not belong in our train and were not bad orders. First we made a cut between lines 20 and 21 in our train. We set line 20 ABOX 2546 to track 2202. Second we set lines 19 through 16 GATX 91756 through ABOX 25467 back to track 2201. Third we set line 15 TTPX 98567 to track 2202. Fourth we set lines 1 through 14 back to our train in track 2201. This constitutes switching and it was all done while the YSTO204 was on duty and authorized by trainmaster Jones at 1830.

# **YARD CLAIMS**

**YARD JOB Annulled**  
**No rested men to fill vacancy**

AN) Claiming 100 miles at yard rate of pay account my job was held in on 10/15/04. I showed up to work the YPHX201 at 1400 and I was informed that there weren't any rested yardmen available to fill the vacancy therefore my job was annulled. Please allow 100 miles code (AN) for this annulment.

**Board runaround  
(Yard Service)**

BD) Claiming 100 miles at yard rate account I was ran around on the board by K C Jones. I worked the YSTO231 on 1/25/04 on duty at 1459 and tied up at 2259. K C Jones worked the YSTO231 on 1/25/04 on duty at 1500 and he tied up at 2300. On 1/26/04 K C Jones was called on the YSTO231 on duty at 1459 and I was called at 1500 on the YSTO232 thus causing the board run around please allow one basic day.

### **Called and Released (Yard Job)**

AO) Claiming 100 miles at yard rate account I was called for the YLAC204 at 1400 when I showed up the on duty trainmaster Jones stated that there was a mix up and the regular man showed up and there wasn't a need for me. Please allow 100 call and release.

**Herder Rate (Yard Service)**  
**Valid for (Yard Helpers only)**

This claim is to go on your working ticket and is only valid for the helper on the crew.

23) Claiming herder rate of pay account I was required to move BNSF 851, BNSF 8253, and AT&SF 6752 from track 201 to the roundhouse track 227. This was the power off of the HDENBAR1-23A this movement was not was in conjunction with moves of my assignment on the YBAR203.

## **(FE) Further Explanation of the Yardmen's Meal Period**

This claim you need to fill the times in on the working ticket. The below language is for the FE claim that you also need to put in that explains the meal period claim.

FE) claiming 62 miles code 22 account I was not allowed to eat prior to being on duty 10 hours. I was on duty at 0600 and I informed trainmaster Jones at 1400 that we have not observed a meal period and we could either leave the engine in six track and go and eat at McDonalds or return to the crew office to eat. This request was denied therefore and we did not eat before the beginning of the tenth hour.

**(MC) Mishandling by crew caller  
Available but not used**

MC) Claiming 100 miles account I stood for service and was not called. I was rested and available for call on the YBAK201 on 06/25/04 at 1430. Instead they used J. J. Jones as the foreman off of the road board 8. Article 12 of the Coastlines Switchman's agreement states that all rested available yardmen must be canvassed before a roadman may be used, and I was the oldest, rested, and available yardman that stood for this service.



**COASTLINE'S**

**Time Claim's**