

# United Transportation Union

GENERAL COMMITTEE OF ADJUSTMENT  
THE ATCHISON, TOPEKA AND SANTA FE RAILWAY  
(COAST LINES)



## ROAD SWITCH TIMES

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### FINAL TERMINAL DELAY

In freight service, all time in excess of sixty (60) minutes, computed from the time the engine reaches the switch or signal governing same, used in (1) Engineers only: entering the final terminal yard, or (2) Conductors, Brakemen and Firemen: entering the final terminal yard track, where the train is to be left or yarded until finally relieved from duty, shall be paid for as final terminal delay; provided, if a train is deliberately delayed between the last siding or station and such switch or signal, the time held at such point will be added to any time calculated as final terminal delay.

In line with Side Letter 3A of BLE Arbitration Board No. 458, and Side Letter 5, of the UTU Mediation Agreement Case No. A-11471, respectively, "deliberately delayed" is not comprehended to include, among others, situations where a train is stopped: to allow another train to run around it; for a crew to switch a plant; at a red signal (except if stopped because of a preceding train which has arrived at the final terminal delay point and is on final terminal time, the time of such delay by the crew so stopped will be calculated as final terminal delay); because of track or signal maintenance or construction work; to allow an outbound train to come out of the yard; and because of a derailment inside of the yard which prevents the train from being yarded on the desired track, e. g. , the receiving track.

Conductors and Engineers must record on the timeticket (form 827) the arrival time at, and the switch used to yard their train.

When trains are yarded on the main track, the name of the track used and the time the train stops must be shown.

In connection with the current agreement rules, the following listed points are those at which the train and engine service employees (if qualified) can begin final terminal delay, when that arbitrary allowance is earned.

## Bakersfield crews at Barstow, California

1. Passenger Pass == MP 745.7
2. Departure Yard == MP 746.8
3. Receiving Yard, High Lead == MP 748.25
4. Receiving Yard Low Lead == MP 748.13
5. Storage Yard == MP 745.6
6. West Departure Yard == MP 749.6

## California Division Crews (CAJON Subdivision) at Barstow, California

### YARD LOCATION

### ETD TO COMMENCE WHEN ENGINE REACHES BELOW POINTS

- |   |  |
|---|--|
| 1. <u>Main Track</u>                            | For trains changing crews on main track or on a Running track when the engine reaches the entrance track connection to the last train yard _____ before the location at which the train is designated to stop. |
| 2. <u>Passenger Yard</u>                        | Switch, MP 746.75  |
| 3. <u>Inspection Yard</u>                       | *****  |
| A. <u>Via Inspection Yard</u>                   | A. Controlled Signal, West "D" Yard  |
| B. <u>Via Departure Lead</u>                    | B. Controlled Signal, West "D" Yard  |
| C. <u>Via Cajon Subdivision, Receiving Yard</u> | C. Switch to Pull Back (click 1701) off (Click 1500).  |

4. DEPARTURE YARD

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A. Via Departure Lead

A. Controlled Signal, West "D" Yard

B. Via Cajon Sub-Division

B. Switch to pull back (click 1701 Off Click 1500

5. RECEIVING YARD

*Also for Mojave Sub per Yvonne Mitz timekeeping*  
Controlled Signal on Cajon Subdivision Receiving Yard Entry, MP ~~3.73~~ 3.73

6. Local Yard

Switch to Local yard off of the Low Lead, MP 748.16

7. Storage Yard

Controlled Signal, Yard Entry, MP 746.80.

8. Receiving Yard

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A. Via High Lead

A. Controlled Signal, East End Receiving Yard on the High Lead, MP 748.13.

B. Via Low Lead

B. Controlled Signal, East End Receiving Yard on the Low Lead, MP 748.13.

9. Storage Yard

Switch on the Auxiliary Lead at MP 745.45.

Needles Crews at Needles, Eastward

1. For trains changing crews on the main track, or on a running track, when the engine Reaches the entrance track connection to the last train yard before the location at Which the train is designated to stop.
1. For the trains yarded on the West Long Lead, Controlled Signal at West Needles, MP 580.2.
2. For trains entering the yard at the short crossover west of River Street, the controlled signal at the short crossover, MP 578.4.