

Guidelines for Handling Claims Under Code "CC" (former Code 295)
(former BN Properties ONLY)

-Regarding UTU (Award 419) and BLE Locomotive Cab Requirements-
-Updated 10 July 2001-

Locomotive Cab Defect Reporting Instructions for Employees

Code CC reporting requirements are as follows:

- Locomotive designation, both alpha & numeric (e.g., ATSF502)
- A brief description of the defect (e.g., excessive air leak causing unworkable cab environment)
- Location of the defect, if applicable (e.g., air leak from the conductor side window seal)
- Date and time the defect was reported
- The **NAME AND POSITION** of the supervisor that was contacted
- Action taken by the supervisor contacted (e.g., Trainmaster Williams said to wait until the unit is inspected)

Employees should be notified of the above cited reporting instructions via Superintendent Notice, Trainmaster Notice, etc.

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The following guidelines are for internal interpretation purposes only!

General Guidelines - for Carrier Officers and Operating Timekeeping

The Carrier must be given a reasonable opportunity to correct a defect prior to a train crew's departure, be it from an initial terminal or from an intermediate point, with this determination made on a case by case basis. The Carrier must be notified so that it may be able to coordinate the swapping of units, make repairs, etc.

For example, a crew that was on-duty 1 hour prior to departure, whose train was awaiting them for this full period of time, should not expect that a notification 5 minutes prior to departure would be sufficient notice to the Carrier. On the other hand, situations involving step-on-step-off trains where crews are on-duty for a short period of time prior to departure, or instances when the train was not available until close to the departure time, do not necessarily justify short notice.

Specific Claim Handling Guidelines - for Carrier Officers and Operating Timekeeping

Sanitary Toilets (UTU & BLE)

These are particularly subjective claims and need to be treated on a case by case basis.

Controlled Heat (UTU & BLE)

Employees need to note that the cab heater was either broken or inadequate, to the extent that it caused an unworkable or particularly uncomfortable environment in the locomotive.

Paper Towels, Waterless Hand Soap, Toilet Paper (UTU & BLE)

Only if supplies are not already on units and not available at the on-duty locations for supply by TE&Y employees, should this claim be paid.

Cool Drinking Water (UTU & BLE)

This requirement only pertains to having cool drinking water, and does not mandate that lunches, sandwiches, crackers, etc. are to be kept from getting soggy or warm.

A mechanical refrigerator is required on the former BN territories (UTU only). However, on the former CBQ territory, and for all AT&SF units operating on former BN locations, ice and a styrofoam cooler are permissible to keep the drinking water cool, only if all the ice does not turn into standing water.

Windows and Doors to Provide Adequate Protection against Weather Conditions (UTU)

All generic claims for bad-order weather stripping should be declined for lack of specificity. Employees need to note what the problem is and where it exists on the window or door seals, e. g., leading conductor side-window blowing cold air, causing an uncomfortably cold work environment in the locomotive.

Unlike the other locomotive cab violations, weather-stripping claims do not necessarily need to be reported prior to departure from the initial terminal, due to potential need to achieve track speed to note flaws.

There are no weather stripping requirements for foreign line or former AT&SF units operating on former BN territories.

Mounted Writing Surface (UTU)

New comfort cabs have built in desks and do not require anything further in terms of writing surfaces. Most older, non-comfort cab former BN locomotives have a folding desk that needs to be in working order.

Clip boards are sufficient for foreign line run-through service and AT&SF units operating on former BN territories.

Adequate (Directional) Lighting (UTU)

Map lights or other directional lights (dome light with shade to only distribute light on one half of the locomotive cab) are required on former BN units, but not on foreign line or AT&SF units operating on former BN territories.

Storage Space for Gear (UTU)

Claims for storage space are appropriate only if four or more employees are required to occupy the lead unit on a single unit consist. Storage racks for each person after the third occupant are required only under this situation.

The floor is deemed as adequate storage space on foreign line and AT&SF units operating on former BN territories, regardless of the number of occupants.

Note: For trains in "run-through" service (foreign line originated/destined block of cars with locomotives which continuously operate through various BNSF terminals), the locomotive standards need only to meet the minimum requirements of the home (foreign) railroad - see attached matrix.

BOARD AWARD 419
LOCOMOTIVE EQUIPMENT REQUIREMENTS

	fold Down Desk	Clip-board	Condr. Light	Clean Toilet	Heat	EN Regs Cooking Water	Drinking Water	Paper Towels/ Soap	Stationary Seating---for Each Crew Member	Luggage Rack (Sling Eng O
BN - Includes any leased engines, EX: QWVY - LMX	X		X	X	X	X	X	X	X	X
UP		X		X	X	X	X	X	X	
KCS	X			X	X	X	X	X	X	
MOP		X		X	X	X	X	X	X	
SP		X		X	X	X	X	X	X	
ATSF		X		X	X	X	X	X	X	
NAKT		X		X	X	X	X	X	X	
CNW		X		X	X	X	X	X	X	
NW		X		X	X	X	X	X	X	
SOD		X		X	X	X	X	X	X	
DRGW		X		X	X	X	X	X	X	
GTW		X		X	X	X	X	X	X	
SEABOARD				X	X	X	X	X	X	
CONRAIL				X	X	X	X	X	X	