

## Handling End of Train Devices - Former BN

*September 13, 2004*

This week's field communications message deals with the proper handling of end of train devices or ETDs. ETDs are an important asset, and ETD penalties represent a very controllable expense.

The rules and agreements governing the proper handling of ETDs at former BN locations are different than the rules and agreements at former Santa Fe locations. This week's message focuses **exclusively on the rules applicable at former BN locations**. Next week's message will focus on the rules and agreements applicable at former Santa Fe locations.

At former BN locations, our guidance for handling ETDs comes from Award No. 71 of Public Law Board 5969. The guidance from Award No. 71 is that a road or yard crew at a former BN location may remove an ETD if a carman has not already performed an inspection or air test. Likewise, a road or yard crew at a former BN location can install an ETD if a carman will not inspect a train before it leaves town. Here are several examples:

If a road or yard crew switches or removes cars from an inbound train **before the carman conducts an inspection of that train**, then it is permissible for that road or yard crew to remove the ETD without penalty.

If a carman inspects an inbound train, then the carman must remove the ETD.

If we add a fill to a train and we intend to have a carman do the outbound inspection or air test, then the carman must install the ETD.

If we add a fill to a train and a carman will not perform an outbound inspection or air test of that train, then the road crew can install the ETD.

If we build a train from scratch and a carman will inspect the train or do an outbound air test, then a carman must install the ETD.

If we violate these principles and use ground crews to handle ETDs after a carman inspects a train, the road or yard crew may be entitled to a two-hour penalty under the 1982 National Agreement. One more important thing to remember about handling ETDs is that if we use a road or yard crew to handle an ETD **not in connection with their own assignment**, including ETDs that have been deadheaded, then the road or yard crew may be entitled to as much as a basic day penalty.

Again, keep in mind this message refers only to the former BN locations. Next week's message will provide the details for handling ETDs at the former Santa Fe locations

If you would like further clarification on this rule or any other rule, please contact the Labor Relations representative specifically assigned to your territory. As always, your feedback and suggestions for future topics are greatly appreciated