

## OPERATING EMPLOYEES UTU Trip Rates NORTHWEST DIVISION

UTU Trip Rates as provided for in the 2002 UTU National Agreement will be implemented on the Northwest Division beginning Thursday, December 16, 2004. Implementation covers Hauser yard Conductor Board 110 and Brakeman Board 112, protecting all service between Spokane and Wenatchee.

Single trip rate for conductors = \$ 224.34  
Single trip rate for brakemen = \$ 210.27  
Overtime extension for trip = 5 minutes  
Flip trip rate for conductors = \$ 457.61  
Flip trip rate for brakemen = \$428.92  
Overtime extension for trip = 8 minutes

Establishment of UTU trip rates eliminates the need to claim the following constructive codes:

IT Initial terminal switching  
IZ Initial Zone Time  
FT Final terminal switching  
17 Initial terminal delay  
14 Final terminal delay  
IL Initial lite miles  
FL Final lite miles  
09 Meal enroute  
41 Meal enroute  
72 Meal enroute  
IC Meal enroute  
ME Meal enroute  
MF Meal enroute  
M2 Meal enroute  
M3 Meal enroute  
M4 Meal enroute  
M5 Meal enroute  
M6 Meal enroute  
10 Intermediate switching  
26 Intermediate switching  
82 Aggregate station switching  
YA Yard runaround  
Rate of Service Conversions

If an employee is called on a flip trip, the employee needs to claim code FR for the flip rate. The pop-up window will prompt the employee for the following information:

Begin station location of first portion of trip (use numeric station number)  
End station location of first portion of trip (use numeric station number)  
Mode of transportation (codes for type of transport)  
Begin station location of second portion of trip (use numeric station number)  
End station location of second portion of trip (use numeric station number)  
Mode of transportation (codes for type of transport)

There are system edits in place to edit the station number logic.  
The information shown must be correct for the flip rate to be claimed.

If an employee creates an override ticket using option (ld), they will be required to enter the home terminal and board number of the service they are protecting before completing the override ticket.

When tying up in the TSS paperless system, please insure that the actual miles field is correct based on your service trip. Employees need to briefly explain their route traversed using code FE, on such trips as rescues, helpers and dogcatches. Any service performed (other than terminal to terminal working) needs to be explained in this manner. Current route codes and miles will be retained if applicable.