

Y2 and switching penalty

Code Y2 over 3 moves

What does **not** count towards your 3 moves

Lite power moves.

Simply pulling into the track that you yard your train on.

Going through a track and using it as a running track.

Setting out bad orders.

- Re-blocking or re-arranging the train is considered switching unless, at points where there are no yard engines on duty, it is necessary to perform the work in order to be in compliance with a Bureau of Explosives, ICC, or other Government regulation. In such a case, the necessary work may be performed and counted as one event.
- Repositioning cars due to Bureau of Explosives, FRA, or any other government regulation is not considered switching.
- Reposition cars due to BNSF General Orders or instructions **is considered switching**.

Here's a great example of how to write up a Y2 on both your tie-up slip and your statement of facts.

Instructed by midday yardmaster mobile 80 to set out our train
to 4 different tracks WITH a switch crew on duty in the Northtown terminal
couple
7012 @ 0610 cars DITX 53330-DITX 475625 track length 4300'
7013 @ 0635 cars WRWK 120531-BNSF 255568 track length 1350'
7023 @ 0650 cars DITX 732091-DITX 785840 track length 1175'
7033 @ 0655 car DITX 721779 track length 1000'
A conductor only crew is only allowed 3 "Events" and this being 4
I'm due half brakemans wages for the penalty per the agreement.
Switch sheet attached was filled out by mobile 80 himself showing
the cuts & tracks

He gave the length of the tracks, the set-out, the track #'s and car #'s, and he also had the times. Labor Relations will decline this claim as they constitute this event to be one move. More on that further below. If you get overtime on a trip where you claim a penalty switch, they will deduct overtime for the time it took to do the move. This is why it is important to document the time, as the carrier may just take all your OT, if they do not know, or are not willing to look at the time it took to do the move. You do not want to lose 3 hours of OT for a 30-minute penalty switch.

Code Y2 same track twice

If you yard your train onto track #1 and then make a cut on the head 10 cars, then set over 2 cars to track #2, and 3 cars to track #3. Your last 5 cars are set out to track #2. You have gone against track # 2 twice, and you are due a 100-mile basic day. Going against the same track twice constitutes yard work according to PLB 6500; therefore, if a road crew goes against the same track twice it is a penalty.

Example

Y2 Claim for 100 miles account going against same track twice in violation of PLB 6500. Penalty occurred at Cicero under the direction of Intermodal Yardmaster, while switch crews were on duty. Claimant went against 604 twice. Claimant pulled into 604, and made a cut on car UCRY57363 and doubled cut to 606. Claimant then went against 604 for the 2nd time and made another cut, head car TTAX653840. This cut was doubled to 605, and then claimant tied back onto 604 again with TTAX653840. Claimant classified cars for Cicero, as 2nd cut was buried and yardmaster wanted TTAX653840 on 604 rather than 605.

Minimum number of tracks

Claim a Y2 for 100 miles when the minimum number of tracks were not used. If you are instructed to yard your train onto track #1, and that track holds your entire train, then you are instructed to set over a portion of cars to track #2, you may claim a Y2. PEB 219 article 8 section 1d states that the minimum number of tracks are to be used. The BNSF will most likely decline it citing PEB 7883 which says you can make 3 moves. Nevertheless, the minimum number of tracks were not used, and it is a worthwhile claim to attempt.

Example

Y2 claim for 100 miles account violation of PEB 219 article 5 1(d). Claimant was assigned to a train that was 6025 feet long, and yarded the train in NTW. The yardmaster at NTW instructed the claimant to pull train into track 3009 which holds over 7000 feet. The claimant was then instructed to cut the rear 32 cars off the train and spot those cars on the east end of 3009. They were then instructed to take the head 69 cars and shove into track 1011. Track 3009 held all the cars of the train, and the minimum number of tracks were not used as PEB dictates. The rear cars should have been spot, a cut should have been made and the head 69 cars should have been left on the west end of 3009, for the switch crew, as they were on duty as the claimant classified cars for NTW.

Q&A off of PEB 219

These are questions asked by the BNSF and answered by the BNSF, it is not necessarily the stance of the BLET.

Q2: A road crew at its initial terminal is required to get its train from three tracks in the same location, where one track would have held the entire pick up. How many moves are involved?

A: One. "Doubling up your train is one move." This sucks, put the claim in anyhow.

Q9: A road crew at its initial terminal is required to get its train from three tracks because three tracks were required to hold the entire train. Is this considered a move?

A: No. This is a proper double over and does not count as one of the three additional moves permitted.

Q10: The carrier chooses to have a road crew get or leave its train on multiple tracks where a minimum number of tracks were available to hold the train and could have been used. Does this constitute a move so as to permit the road crew two additional moves at the initial or final terminal yard?

A: Yes. The use of multiple tracks is one of the allowable moves. "What they are saying is doubling or setting out your train is one move, when multiple tracks are used when they could fit on one, and you have 2 moves left before a penalty occurs." This sucks, put the claim in anyhow.