



Earnings of Assignment

Subtitle: How do I get paid for emergency service

Being used off of your assignment may or may not be a windfall.

You can make no less by being used off your assignment that you would have made by working your own assignment. However, first you must be connected to your assignment before you can get used off of it. Both you and your job have to be in town and associated together to establish the relationship. Once you have been connected to your job there are three theories used to collect a "bonus."

1. Difference in earnings: If your assignment makes more that you did while you were used off, you get paid the difference.

2. Calendar day: If you miss a calendar day on which your assignment had earnings, you collect the "lost day." Example, you go to work on the tenth and layover in Sparks, coming home on the twelfth. Your assignment makes a round trip to Portola on the eleventh (on duty 00:01, off duty 08:00, on duty 23:59). You collect whatever your crew earns on the eleventh; in this case both east and west legs. If it only worked one way on the eleventh, you would get that plus the difference in earnings for the other leg.

3. Missed assignment: If you get back home before your assignment goes to work and you miss it because you are not rested, you get the earnings of your assignment. Example, you are called to supplement the extra board in extra short turnaround service, and make two trips to Loomis to bring in trains. You are three times out in the pool when called off assignment. You are first out when you tie up. Three hours later your run goes to work. You get what your assignment earns. The key phrase is "the earnings I would have made had I not been used off of my assignment."

Documentation is the key to supporting these claims. The battle for denied claims takes place after all computer information scrolls off into the data graveyard. Records gathered at the time of the incident therefore are vital and necessary. Get them while they can be got. It is not fair, but the burden is on us to prove we are entitled to our due. Examples of documentation that can support your claim are call sheets (yours and the other crew's), snapshot(s) of board(s) when you last tied up and/or the start of the new trip, and a translog for every involved board whether extra board(s), pool(s), local(s) or others.

Your job is to help your local chairman process your claim by supplying all of the necessary documentation. Your local chairman does not have the time to research every claim from scratch. By the time he does get to your claim, if he has to start from scratch, records will have evaporated.