

25-Mile Zone

When a train doesn't make it into the terminal, or as is becoming more common, the terminal is just too congested, the Carrier will place us onto the train on the far side of the terminal, and often claim that is their right.

This claim is yet another violation that needs the member's FRA reporting screen to show what they did and where they got on the train.

This rule is also applicable to dog catching trains, under 12(a) we are allowed to make multiple trips to drag trains in as long as the point is no farther than 25 miles one-way and the whole day does not exceed 100 miles.

The appeal would look like this:

"It is the position of the Organization that this claim is supported by the schedule rules and should be paid accordingly. While working an assignment in the (board ID), the Claimant was ordered by (name or initials) to pick up a train within the 25-mile zone (direction) of (location and circ-7) operate train back through (location) and on to (final terminal). The 25-mile zone map is also included with location highlighted (these maps are available in the Harriman section of the website). Claim is premised on (applicable ID agreement or Rule 12(a))."

Note: There may be locations, such as Adams, WI, where the 25-mile zones have been adjusted to be 38 and 37 miles. You have to know your territory as this is the difference between a 25-mile zone claim and the payment to the next terminal.