

Storm/Bay Window

For yard jobs, way freights, and road switchers this covers the requirement of the locomotive utilized for the preponderance of the shift to be equipped with a storm window in the summer and a bay window in the winter.

There are some exceptions as the locomotive must be a UP engine, any foreign or leased motors are not required to be equipped to our standards.

The member's long form time slip with the locomotive consist is needed for evidence of this claim.

An example appeal for this violation follows:

"It is the position of the Organization that this claim is supported by the schedule rules and should be paid accordingly. While working job (Job ID) at (Station and Circ-7), the Claimant submitted his claim for one basic day account not being afforded a locomotive equipped with a (storm/bay window). Claimant was assigned the (Loco ID) for his assignment, which is not so equipped. Locomotive was used as the controlling locomotive of a multiple unit consist for the preponderance of the trip. This locomotive is owned by Union Pacific and is therefore required to be in compliance with Article X, Locomotive Standards, of the 1986 BLE National Agreement. This locomotive was used for the preponderance of the shift as the controlling unit in the locomotive consist. This claim is also premised on NRAB First Division Board award number 26357 and Appendix letter dated February 4, 1939."