

Multiple Trip Rate RE03 Pool Claims, RE03 no mileage runoff, don't let timekeeping use this as a declination.

Flip and 2nd Trip Rate. Hearne-Houston pool has no mileage "runoff" on this run like there is on other pools. Others have a 50-mile runoff.

Turn around (hog relief)-called from one terminal, typically the home terminal, and notified that you will be returned back to starting point without touching the opposite terminal. The robo caller should indicate LS372 to LS372 rather than the typical LS372 to AX171. You could travel all the way up to the Hearne terminal limit without a claim. Either Hearne mp 95 on the Navasota Sub or mp 8 on the Giddings Sub.

Example:

When called out of either Houston or Hearne, if you do not touch the other terminal, and are turned back to where you began your trip, there is no claim. Just time on duty.

Flip Trip-called from one terminal to go to the other and reach the opposing terminal and are then "flipped" back to the starting terminal.

Example:

A crew is called ls372 to ax171 to get train at Bryan, take it passed mp 92 and dispatcher sends you back to Houston, this is a flip rate. ***Pays flat 250 miles and takes away any overtime.*** As of last pay raise, 7/2019, flip rate is \$534.00

2nd Trip Rate-called from one terminal to another, but leave initial terminal, reenter it, then depart again to final terminal.

A 2nd trip rate example is they decide to call a crew out of hotel ax171 to ls372. The train you are called against is at Bryan. You limo to train at Bryan (or anywhere outside Hearne terminal, could be all the way to Spring), bring train north passed mp 95. And then are told to tie up in Houston. You are now entitled to the 2nd trip rate. After arriving back at Hearne you should contact corridor manager and if no other trains, should get tied up from train and put on a deadhead home. This pays you your first ***trip with overtime plus the deadhead trip home.*** **The overtime stops when you begin the deadhead home.**

To sum up, turned anywhere short of other terminal and tie up back where you left, as long as they've told you that is what you're doing, no claim. Work a train in route and touch the other terminal, then tie up where you left, flip rate, flat 250 miles no overtime. Lastly, leave a terminal, come back into same terminal, then deadhead to your destination, that's 2nd trip rate you keep the overtime except for time spent dh home. So your best pay depends on how long you're on duty, whether to take the mileage or the time. Look on your available claims screen when tying up as I think some of these claims you can enter straight from there.