

## **FREIGHT SERVICE**

### **RULE 15: SERVICE PAID THROUGH FREIGHT RATES**

Through and irregular freight, pusher, helper, mine run or roustabout, work, wreck, construction, snow plow, circus trains, and all other unclassified service, shall be paid through freight rates as shown in Rule 2.

### **RULE 16: BASIC DAY**

- a) In all road service other than passenger, 100 miles or less, eight hours or less straightaway or turnaround), shall constitute a day's work; miles in excess of 100 will be paid for at the mileage rates provided, according to class of engine or other power used.

1) **Miles in Basic Day and Overtime Divisor [1991 PEB 219 National Award, Article IV]**

The miles encompassed in the basic day in through freight service and the divisor used to determine when overtime begins will be changed as provided below:

Effective Date of Change	Miles in a Basic Day	Overtime Divisor
July 29, 1991	114	14.25
January 1, 1992	118	14.75
January 1, 1993	122	15.25
January 1, 1994	126	15.75
January 1, 1995	130	16.25

- 2) Mileage rates will be paid only for miles run in excess of the minimum number specified in (1) above.
- 3) The number of hours that must lapse before overtime begins on a trip in through freight or through passenger service is calculated by dividing the miles of the trip or the number of miles encompassed in a basic day in that class of service, whichever is greater, by the appropriate overtime divisor. Thus, effective January 1, 1995, overtime on a trip in through freight service of 176 miles will begin after 10 hours and 50 minutes ( $176/16.25 = 10.83$  hours). In through freight service, overtime will not be paid prior to the completion of 8 hours of service.

.... **Reference Conversion to Local Rate [1986 Arbitrated National Award & 1991 PEB 219 National Award]**

When employees in through freight service become entitled to the local rate of pay under applicable conversion rules, the daily local freight differential (56 cents for Engineers and 43 cents for firemen under national agreements) will be added

to their basic daily rate and the combined rate will be used as the basis for calculating hourly rates, including overtime. The local freight mileage differential (56 cents per mile for Engineers and 43 cents for firemen under national agreements) will be added to the through freight mileage rates, and miles in excess of the number encompassed in the basic day in through freight service will be paid at the combined rate.

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**.... Reference Duplicate Time Payments [1986 Arbitrated National Award & 1991 PEB 219 National Award]**

- (a) Duplicate time payments, including arbitraries and special allowances that are expressed in time or miles or fixed amounts of money, shall not apply to employees whose seniority in engine or train service is established on or after November 1, 1985.
- (b) Duplicate time payments, including arbitraries and special allowances that are expressed in time or miles or fixed amounts of money, not previously eliminated, shall not be subject to general, cost-of-living or other forms of wage increases.
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- b) On district Junction City to Salina turnaround service may be operated as doubles with Salina as the starting point or terminal, on continuous time basis when departure at turning point is commenced within 8 hours after going on duty, 120 miles allowed. This provision also applies when one leg of the trip is freight service and the other leg passenger service.
- Example 1:** Engineer on duty at 0700 hours at Salina. Arrives Junction City at 1300 hours. Departs Junction City at 1400 hours and returns to Salina. Engineer paid on continuous time basis (120 miles allowed).
- Example 2:** Engineer on duty at 0600 hours at Salina. Arrives Junction City at 1200 hours. Departs Junction City at 1430 hours and returns to Salina. Engineer paid a basic day (100 miles) for trip to Junction City and 30 minutes overtime and a second basic day (100 miles) for trip from Junction City to Salina. Overtime ends and the second basic day begins upon departure time at Junction City.
- c) Retained but not reproduced herein.

**RULE 17: OVERTIME**

- a) On runs of 100 miles or less, in all road service other than passenger, overtime will begin at the expiration of 8 hours; on runs of over 100 miles overtime will begin when the time on duty exceeds the miles run divided by 12- $\frac{1}{2}$ . Overtime will be paid for on the minute basis at 3/16 of the daily rate per hour, according to class of engine or other power used.

**NOTE:** Current rate for non-trip rated (unassigned) freight service is 130 miles for a basic day. Overtime divisor is 16.25 (130 miles divided by 8).



**Post October 31, 1985 Engineers [1986 Arbitrated National Agreement & 1991 PEB 219 National Award]:**

The number of hours that must lapse before overtime begins on a trip in through freight or through passenger service is calculated by dividing the miles of the trip or the number of miles encompassed in a basic day in that class of service, whichever is greater, by the appropriate overtime divisor. Thus, effective January 1, 1995, overtime on a trip in through freight service of 176 miles will begin after 10 hours and 50 minutes ( $176/16.25 = 10.83$  hours). In through freight service, overtime will not be paid prior to the completion of 8 hours of service (Article IV).

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**Pre October 31, 1985 Engineers [12-16-71 ID Service Agreement]**

On interdivisional runs of 200 miles or less, overtime will begin at the expiration of eight hours. On runs of over 200 miles overtime will begin when the time on duty exceeds the miles run divided by 25, or in any case, when on duty in excess of 10 hours. Overtime will be paid for on the minute basis at 3/16ths of the daily rate per hour, according to class of engine or power used (Part III).

When overtime, initial terminal delay and final terminal delay accrue on the same trip, allowance will be the combined initial and final terminal delay time, or overtime, whichever is the greater.

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**Pre October 31, 1985 Engineers [12-23-71 Supplement to 1971 ID Service Agreement]**

Overtime paid Engineers in interdivisional service under the provisions of Paragraph (b), Part III of the Agreement dated December 16, 1971 will be computed and paid for on the speed basis of 12-1/2 miles per hour at the rate of time and one-half time.

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- b) District Junction City to Salina when 100 miles is allowed, overtime after 8 hours; when in continuous turnaround service overtime will be allowed on the basis of miles allowed.

**Example 1:** Engineer on duty at 0700 hours at Salina. Arrives Junction City at 1300 hours. Departs Junction City at 1400 hours and returns to Salina. Engineer paid on continuous time basis (120 miles allowed). Overtime commences after miles ran.

**Example 2:** Engineer on duty at 0600 hours at Salina. Arrives Junction City at 1200 hours. Departs Junction City at 1430 hours and returns to Salina. Engineer paid a basic day (100 miles) for trip to Junction City and 30 minutes overtime and a second basic day (100 miles) for trip from Junction City to Salina. Overtime ends and the second basic day begins upon departure time at Junction City.

**1992 North Platte – Fremont ID Service Agreement (see Appendix B)**

Overtime shall begin after the expiration of ten (10) hours on duty for employees hired prior to October 31, 1985 and in accordance with PEB 219 National Implementing Agreement for employees hired subsequent to October 31, 1985 (Section 6).

## **1992 Cheyenne – Green River ID Service Agreement (see Appendix B)**

Overtime for employees hired prior to October 31, 1985, shall begin after twelve (12) hours on duty in this interdivisional service unless the crew operating a train does not reach Rawlins, from either direction, due to the Hours of Service Act. A crew not reaching Rawlins will begin overtime after ten (10) hours.

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See **Appendix M** for overtime conversion tables.

## **RULE 18: CALLING TIME**

At district terminals Engineers in all service (except passenger service), will be called as nearly as practicable one and one-half hours before required to report for duty.

**NOTE 1:** Regularly assigned Missouri Valley/North Platte Engineers (including Extra Engineers assigned at Missouri Valley or Council Bluffs) may receive a two (2) hour call for service rather than the normal one and one-half hour call. This does not apply to Extra Engineers called to protect the Council Bluffs/North Platte pool (Agreement #1208229708, October 10, 1997).

**NOTE 2:** All regularly assigned and extra board Engineers who have an on-duty point within the Denver Terminal may receive a two (2) hour call for service (if practicable) rather than the normal one and one-half hour call (Agreement #1203140218, September 23, 2002).

## **RULE 19: INITIAL TERMINAL DELAY**

a) Initial terminal delay shall be paid on a minute basis to Engineers in through freight service after one (1) hour and fifteen (15) minutes unpaid terminal time has elapsed from the time of reporting for duty up to the time the train leaves the terminal, at one-eighth (1/8) of the basic daily rate, according to the class of engine used, in addition to the full mileage. Actual time consumed in the performance of service in the initial terminal, for which an arbitrary allowance is paid, shall be deducted from the allowable initial terminal delay.

**NOTE 1:** Initial Terminal Delay payments are included in the calculation of Trip Rated Assignments (2003 National Agreement).

**NOTE 2:** The phrase "train leaves the terminal" means when the train actually starts on its road trip from the track where the train is first made up. However, if the train is moved off the assembly track for the convenience of the Company and not with the intent of making a continuous outbound move, initial terminal time will continue until continuous outbound move is started. The continuous move is not disrupted when train is stopped to permit the lining of a switch or because the block is against them.

**NOTE 3:** A road crew required to make a pickup at the initial terminal under the provisions of Article V of the May 13, 1971 National Agreement is entitled to initial terminal delay continuing until the pick-up has been completed.

Where mileage is allowed between the point of reporting for duty and the point of departure from the track on which the train is first made up, each mile so allowed will extend by 4.8 minutes the period of one (1) hour and fifteen (15) minutes after which initial terminal delay payment begins, except as provided in Rule 55.

**NOTE:** The phrase "through freight service" as used in this rule does not include pusher, helper, mine run, shifter, roustabout, belt line, transfer, work, wreck, construction, circus train (paid special rates or allowances), road switcher, district runs, local freight and mixed service.

b) When overtime, initial terminal delay, and final terminal delay accrue on the same trip, allowances will be:

- 1) Combined initial terminal delay and final terminal delay or overtime, whichever is greater, will be allowed.
- 2) Actual time consumed in the performance of service in the initial and/or final terminal for which an arbitrary allowance of any kind is paid shall be deducted from the combined initial and final terminal delay.

When a tour of duty is composed of a series of trips, initial terminal delay will be computed on only the first trip of the tour of duty.

c) Outbound freight crews, Council Bluffs, will be allowed terminal time computed from the expiration of 30 minutes from the time required to report for duty until caboose crosses M.P. 5.23 (C.G.W. crossing) at Summit. Such payments shall be in addition to road trip without deduction there from, except that when overtime accrues computed from the time of reporting for duty, the allowance for initial terminal time or overtime, whichever is the greater, will be paid. Road mileage will begin at M.P. 5.23 (C.G.W. crossing), Summit.

When allowance is paid under provisions of Sections (a) and (b) of this rule, no allowance shall be made under provisions of this Section (c).

### **12/16/1971 ID Service Agreement Part III**

Initial terminal delay shall be paid on a minute basis to Engineers in through freight service after thirty (30) minutes unpaid terminal time has elapsed from the time of reporting for duty up to the time the train leaves the terminal, at one-eighth (1/8th) of the basic daily rate, according to the class of engine used, in addition to the full mileage, with the understanding that the actual time consumed in the performance of service in the initial terminal for which an arbitrary allowance of any kind is paid shall be deducted from the initial terminal time under this rule.

**NOTE:** The phrase 'train leaves the terminal' means when the train actually starts on its road trip from the track where the train is first made up. However, if the train is moved off the assembly track for the convenience of the Company and not with the intent of making a continuous outbound move, initial terminal time will continue until continuous outbound move is started. The continuous move is not disrupted when train is stopped to permit the lining of a switch or because the block is against them.

Where mileage is allowed between the point of reporting for duty and the point of departure from the track on which the train is first made up, each mile so allowed will extend by 4.8 minutes the period of thirty (30) minutes after which initial terminal delay payment begins, except as provided in Rule 63.

**NOTE:** The phrase 'through freight service' as used in this rule does not include pusher, helper, mine run, shifter, roustabout, belt line, transfer work, wreck, construction, circus train (paid special rates or allowances), road switcher, district runs, local freight and mixed service.

When road overtime accrues during any trip or tour of duty, in no case will payment for both initial terminal delay and overtime be paid, but whichever is the greater will be paid.

When a tour of duty is composed of a series of trips, initial terminal delay will be computed on only the first trip of the tour of duty.

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## **RULE 20: TERMINAL SWITCHING BY ROAD CREWS**

### **a) Initial Terminal Switching Where Yard Crews Are Not Assigned.**

- 1) Engineers required to do switching, load or unload stock, etc., within designated points of separation between yard and road, on outbound freight trains, will be paid therefore at pro rata rate on the minute basis and time on road computed from the time required to report for duty less the time allowed for switching. In calculating the time engaged in switching under this rule, it is understood that the time will be continuous from the time the work is begun until it is completed and the train is coupled together. When overtime accrues, computed from time of reporting for duty, the allowance for switching or the overtime, whichever the greater, will be paid.
- 2) Where the classification of a through freight is changed to a local freight account doing local work at one or more intermediate points between terminals, the change in classification will not affect the pro rata through freight rate which is to be paid for the initial switching or work service, except when overtime accrues on trip computed continuously from time of reporting for duty, in which case the allowance for the initial switching or work at the pro rata through freight rate, or the overtime at the local rate, whichever the greater, will be paid.

## **1964 National Agreement Article V**

- (a) Road crews may perform any yard service at yards where yard crews are not employed.
  - (b) Road crews may continue to perform any yard service now permitted, without additional payments, if such payments are not now required.
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b) **Terminal Switching Where Yard Crews Are On Duty.**

Road Engine crews will not be required to perform switching at terminals where yard crews are on duty. The following will not be considered switching within the meaning of this Section 2:

- 1) Doubling over to the "minimum" number of tracks if the designated track will not hold the entire train provided however that where it is necessary to use two or more tracks to hold the train, it is not required that any track be filled to capacity.
- 2) Setting out bad-order cars from their own trains.
- 3) Coupling train together to close cuts occasioned by necessity of protecting road crossings.
- 4) Cutting train for road crossings.
- 5) Cutting train to permit yard crew to take off or put on cars after leaving track on which train assembled, or before reaching designated arrival track. This to be limited to one cut.
- 6) Crews on mixed trains picking up or setting out freight or passenger equipment. This to be limited to one set-out or pick-up.
- 7) Intermediate yards - Picking up cars from one track and/or setting out cars on one track, or on and from additional tracks when the designated tracks are not of sufficient length to hold same.

**NOTE:** In addition to the above, road crews may make one additional pick-up and/or set-out at each intermediate point under the terms of the May 13, 1971 BLE National Agreement.

- 8) Switching performed by freight crews as provided in Section j of this rule.
- 9) After picking up train and commencing outbound trip, may make an additional pick-up of cars within the limits of their initial terminal and set-out cars at one location within the limits of their final terminal in addition to the final yarding of their train. In addition to the above, at Omaha, inbound road crews may set out cars at Summit or 20th Street and 6th Street Yard; road crews may make one set-out of stock at Sidney, Laramie, and Denver; and at Grand Island, road crews may set out sugar beets at west stockyards.
- 10) Handle engine and caboose in connection with their own train as follows:

**Initial Terminal:** Take charge of their engine units to be used in their train at the engine house or ready track and handle the engine (units) (including all units connected to the operating unit or units) to the departure track; handle their caboose car and connect it to their own train, except that the crews will not be required to switch out their caboose from the caboose or lay-up track.

Final Terminal: Handle a caboose car of their own train to the caboose or lay-up track and/or couple their own caboose to another outbound train; deliver all units connected to the operating unit or units to the engine house facilities or lay-up track.

**NOTE:** The foregoing provisions of this Section (10) shall not be construed to change existing rules covering the preparation or laying up of locomotives.

- 11) Exchange engine and caboose of own train.

**NOTE:** The work described in the note to Paragraph (7) and in Paragraph (10) herein shall be restricted to straight pick-ups or set-outs not involving the handling of cars not in their train or to be placed in their train, and the minimum number of tracks will be used provided that the carrier shall have the right to select the tracks used, and provided further that where it is necessary to use more than one such track to hold the cars, it is not required that any track be filled to capacity.

c) **Initial Terminal Switching At Terminals Where Yard Crews Are Employed But Not On Duty.**

- 1) Road engine crews may be required to perform necessary switching in connection with making up their own train, which includes the assembling of all cars to be moved forward in their train and, in addition, may be required to spot important loads that are in the terminal which require spotting before yard crew comes on duty.
- 2) Road engine crews performing such service will be compensated therefore on the minute basis at the through freight rate or the yard rate, whichever the greater, with minimum allowance of one hour at 3/16ths of the daily rate per hour, according to class of engine used, independent of the road trip. Time engaged in switching will be calculated from time the work is begun until it is completed and train is coupled together, and time on road computed from the time required to report for duty less the time consumed in switching.

**NOTE:** At points where yard crew or crews are employed, road crews performing switching service during the second 12-hour period as defined in Article V, Section 5, of the June 25, 1964 National Agreement, will be compensated therefore on the minute basis with a minimum allowance of one hour at the pro rata daily yard rate, provided such switching service would require penalty payment if performed during the first 12- hour period.

d) **Final Terminal Switching Where Yard Crews Are Employed But Not On Duty.**

- 1) Road engine crews may be required to spot rush cars from their own train, deliver rush cars to connecting lines and, in addition, may be required to spot important loads that are in the terminal which require spotting before yard engine comes on duty.

- 2) Road engine crews performing such service will be compensated therefore on the minute basis at the through freight rate or the yard rate, whichever the greater, with minimum allowance of one hour at 3/16ths of the daily rate per hour, according to class of engine used, independent of the road trip. Time shall be computed from the time engine reaches designated arrival point until engine is placed on designated track or crew is relieved.

**NOTE:** At points where yard crew or crews are employed, road crews performing switching service during the second 12-hour period as defined in Article V, Section 5, of the June 25, 1964 National Agreement, will be compensated therefore on the minute basis with a minimum allowance of one hour at the pro rata daily yard rate, provided such switching service would require penalty payment if performed during the first 12-hour period.

- e) This rule applies to both through and local freight service, and switching or other work done at initial or final terminal will not change the classification of a through freight train to a local freight train.

f) **Road Engine Crews Performing Switching En route Where Yard Crews Are Employed But Not On Duty.**

- 1) At intermediate points where yard crews are employed but not on duty, road engine crews may be required to pick up cars for their train and/or set out cars from their train provided that the minimum number of tracks will be used, with the understanding that the carrier shall have the right to select the tracks used, and provided further that where it is necessary to use more than one such track to hold the cars it is not required that any track be filled to capacity. If the designated track would hold the entire pick-up and/or set-out and the road crew is nevertheless required to use two or more tracks for the pick-up and/or set-out, the road crew will be paid the local freight rate of pay.
  - 2) Road engine crews may be required to spot important loads from their train or that are in the yard which require spotting before yard crew comes on duty and switch out cars that move forward in their train. Road crews under through freight rate of pay performing such service will be allowed local rate of pay for the trip, except when service is performed at other points enroute which changes the classification of a through freight to local freight, the service performed at station where yard crews are employed but not on duty will be paid for on the minute basis with minimum of one hour at pro rata through freight rate, or the yard rate, whichever the greater, independent of road trip.
- g) In yard where continuous yard service is not maintained, yard crews assigned will perform all the service that is available or would become available within 30 minutes from the assigned off duty time for the yard crew, regardless of the fact that such handling may cause the yard crew to work overtime. Yard crews will be required to complete work of making up trains consisting of cars which are in the terminal and available for assembling at expiration of shift.
- h) When the total time consumed by road engine crews in switching at terminals where yard crews are employed but not on duty during any spread of hours which can be covered

within a shift under the regularly assigned starting time rules for yard service, plus the overtime worked by yard crews during the same hours, amounts to 4 hours or more for 3 consecutive working days, yard crews will thereafter be used to perform such service so long as this amount of switching continues. Actual time consumed in switching will be shown on time slip.

- i) When road engine crews are required to perform yard switching other than as provided in this rule they shall be paid therefore at the through freight rate or the yard rate, whichever the greater, on minute basis at 3/16ths of the daily rate per hour according to class of engine used, with one hour arbitrary at 3/16ths of the daily rate, independent of the road trip, and first-out extra yard crew available at such terminal will be allowed a minimum day at yard rates.
- j) Except as otherwise provided in this rule, outbound freight crews required to pick up cars, or when additional cars are placed in their train by switch engine, between Council Bluffs and C.G.W. crossing at Summit, or between Council Bluffs and west switch storage track Gilmore, will be allowed terminal time computed from expiration of 30 minutes from time required to report for duty until caboose crosses C.G.W. crossing Summit, or west switch storage track Gilmore, with minimum allowance of schedule mileage, Council Bluffs to C.G.W. crossing Summit, or west switch storage track Gilmore. Road mileage will begin at C.G.W. crossing Summit, or west switch storage track Gilmore.
- k) .... **Reference 1986 Arbitrated National Award, Article VIII, Section 1:**

Road crews may perform the following work in connection with their own trains without additional compensation:

- 1) Get or leave their train at any location within the initial and final terminals and handle their own switches. When a crew is required to report for duty or is relieved from duty at a point other than the on and off duty point fixed for that assignment and such point is not within reasonable walking distance of the on and off duty point, transportation will be provided.
- 2) Make up to two straight pick-ups at other location(s) in the initial terminal in addition to picking up the train and up to two straight set-outs at other location(s) in the final terminal in addition to yarding the train; and, in connection therewith, spot, pull, couple, or uncouple cars set out or picked up by them and reset any cars disturbed.
- 3) In connection with straight pick-ups and/or set-outs within switching limits at intermediate points where yard crews are on duty, spot, pull, couple or uncouple cars set out or picked up by them and reset any cars disturbed in connection therewith.
- 4) Perform switching within switching limits at times no yard crew is on duty. On carriers on which the provisions of Section 1 of Article V of the June 25, 1964 Agreement are applicable, time consumed in switching under this provision shall continue to be counted as switching time. Switching allowances, where applicable, under Article V, Section 7 of the June 25, 1964 Agreement or under individual railroad agreements, payable to road crews, shall continue with respect to employees whose seniority in engine or train service precedes the date of this

Agreement and such allowances are not subject to general or other wage increases.

- 5) At locations outside of switching limits there shall be no restrictions on holding onto cars in making set-outs or pick-ups, including coupling or shoving cars disturbed in making set-outs or pickups.
  - 6) This does not allow cars to cut in behind other cars already in the tracks or cars to be picked up from behind other cars already in the tracks. It does permit the cutting of crossings, crosswalks, etc., the spotting of cars setout and the re-spotting of cars that may be moved off spot in the making of the two straight setouts or pickups (Side Letter 6).
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I) .... **Reference 1991 PEB 219 National Award, Article VIII, Section 1:**

- 1) Pursuant to the new road/yard provisions contained in the recommendations of Presidential Emergency Board No. 219, as clarified, a road crew may perform in connection with its own train without additional compensation one move in addition to those permitted by previous agreements at each of the (a) initial terminal, (b) intermediate points, and (c) final terminal. Each of the moves - those previously allowed plus the new ones - may be any one of those prescribed by the Presidential Emergency Board: pick-ups, set-outs, getting or leaving the train on multiple tracks, interchanging with foreign railroads, transferring cars within a switching limit, and spotting and pulling cars at industries.
- 2) The switching allowances referred to in Article VIII, Section 1(d) of the May 19, 1986 Award of Arbitration Board No. 458 shall continue with respect to employees whose seniority in engine or train service precedes May 19, 1986 and such allowances are not subject to general or other wage increases.
- 3) The crew of an over-the-road solid run-through train may perform one move as prescribed, in addition to delivering and/or receiving their train in interchange.

**RULE 21: FINAL TERMINAL DELAY**

- a) For freight service, final terminal times shall be computed from the time the engine reaches designated arrival point and paid for the full delay at the end of the trip on the minute basis at one-eighth of daily rate per hour when no overtime accrues to point of release. When engine remains on the train, final terminal time will continue until arrival at the point of registration.

**NOTE:** Final Terminal Delay payments are included in the calculation of Trip Rated Assignments (2003 National Agreement).

- b) If on road overtime at the time engine reaches final designated arrival point, overtime will be continuous until the crew is finally released.
- c) If not on road overtime when engine reaches the designated point but overtime period commences before final release, final time up to the period when overtime commences

will be allowed at one-eighth of daily rate per hour and time thereafter at the overtime rate.

- d) Trains held out of yard at destination will report the time when first held up as the time of arrival at terminal point. When other trains are prevented from entering the yard because there is a train ahead that has reached the designated arrival point and cannot proceed into the yard, final terminal time commences when stopped behind the train ahead.
- e) Final terminal time will not be allowed on turnaround runs (main line or branches) except at starting point.
- f) Freight crews arriving at Denver off Dent Subdivision will receive final terminal time from time first held up at Sand Creek Junction due to congestion in the Denver freight yard or by freight trains ahead, but not when held at Sand Creek Junction for passenger trains.
- g) .... **Reference 1986 Arbitrated National Award, Article V,**

### **1. Computation of Time**

In freight service all time, in excess of sixty (60) minutes, computed from the time engine reaches switch, or signal governing same, used in entering final terminal yard where train is to be left or yarded until finally relieved from duty, shall be paid for as final terminal delay; provided, that if a train is deliberately delayed between the last siding or station and such switch or signal, the time held at such point will be added to any time calculated as final terminal delay.

### **2. Extension of Time**

Where mileage is allowed between the point where final terminal delay time begins and the point where finally relieved, each mile so allowed will extend the 60 minute period after which final terminal delay payment begins by the number of minutes equal to 60 divided by the applicable overtime divisor ( $60/12.5 = 4.8$ ;  $60/13 = 4.6$ ;  $60/13.25 = 4.5$ ;  $60/13.5 = 4.4$ , etc.).

### **3. Payment**

All final terminal delay, computed as provided for in this Article, shall be paid for, on the minute basis, at one-eighth (1/8th) of the basic daily rate in effect as of June 30, 1986, according to class of service and engine used, in addition to full mileage of the trip, with the understanding that the actual time consumed in the performance of service in the final terminal for which an arbitrary allowance of any kind is paid shall be deducted from the final terminal time under this Article. The rate of pay for final terminal delay allowance shall not be subject to increases of any kind. After road overtime commences, final terminal delay shall not apply and road overtime shall be paid until finally relieved from duty

**NOTE:** The phrase "relieved from duty" as used in this Article includes time required to make inspection, complete all necessary reports and/or register off duty.

#### **4. Multiple Trips**

When a tour of duty is composed of a series of trips, final terminal delay will be computed on only the last trip of the tour of duty.

#### **5. Exceptions**

This Article shall not apply to pusher, helper, mine run, shifter, roustabout, transfer, belt line, work, wreck, construction, road switcher or district run service. This Article shall not apply to circus train service where special rates or allowances are paid for such service.

**NOTE:** The question as to what particular service is covered by the designations used in Section 5 shall be determined on each individual railroad in accordance with the rules and practices in effect thereon.

- h) Section g of this rule applies to Unassigned Freight and Road Local Freight Service.

### **RULE 22: ZONE RULE**

Engineers in pool or irregular freight service may be called to make short trips and turnarounds with the understanding that one or more turnaround trips may be started out of the same terminal and paid actual miles with a minimum of 130 miles for a day; provided,

1. that the mileage of all the trips does not exceed 130 miles,
2. that the distance run from the terminal to the turning point does not exceed 25 miles, and
3. that Engineers shall not be required to begin work on a succeeding trip out of the initial terminal after having been on duty 8 consecutive hours, except as a new day subject to the first-in, first-out rule.