

**MODIFICATION OF RULE 58 - Effective November 17, 1986**

1860-1  
(140.80)

AGREEMENT

between

UNION PACIFIC RAILROAD COMPANY-CENTRAL REGION

and

UNITED TRANSPORTATION UNION (C&T)  
(Representing Employees on the Former Eastern District)

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MODIFICATION OF RULE 58,  
'COMBINATION SWITCH AND ROAD SERVICE'  
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IT IS HEREBY AGREED:

Rule 58, "Combination Switch and Road Service", of the present labor contract is revised to read as follows:

(a) Trainmen assigned to combination switch and road service may be called to make one or more turnaround trips out of the same terminal within a zone extending 50 miles in any direction and paid a minimum of 8 hours at basic daily rate of \$21.32, if on a 6 or 7-day assignment, and \$22.50, if on a 5-day assignment, provided that trainmen will not be required to make a succeeding trip out of their terminal after they have been on duty 8 hours, except as a new day. Trainmen will begin a new day when required to make trip out of their terminal if on duty 8 hours before train is coupled together and air test made. (Rates shown are those in effect on September 7, 1961).

(b) (1) Time on trips which constitute a day's work as provided herein will be allowed on basis of continuous time from time of reporting for duty until released.

(2) Overtime shall be paid after 8 hours on duty on the minute basis at a rate per hour of 3/16ths of the daily basic rate. Miles run will not be a factor in determining the allowance.

Example No. 1 -

Trainmen on duty LaSalle 1 p.m.  
Switches 1:20 p.m. to 2 p.m.  
Makes trip LaSalle to Peckham and return, 2 p.m.  
to 3 p.m.  
Switches at LaSalle 3 p.m. to 6 p.m.  
Makes trip LaSalle to Gowanda and return, 6 p.m.  
to 8 p.m.  
Switches at LaSalle 8 p.m. to 8:30 p.m.  
Makes trip LaSalle to Barnesville & return,  
8:30 p.m. to 11:15 p.m. Released 11:30 p.m.  
Compensation - 8 hours pro rata, 2'30" overtime

Example No. 2 -

Trainmen on duty LaSalle 1 p.m.  
Switches until 2 p.m.  
Makes trip LaSalle to Pierce and return, 2 p.m. to 4 p.m.  
Switches until 6 p.m. Makes trip LaSalle to Brighton and return,  
6 p.m. to 9 p.m.  
Makes trip LaSalle to Hardin and return, 9 p.m. to 12:45 a.m.  
Released 1 a.m.  
Compensation - 1 p.m. to 9 p.m. - 8 hours pro rata. Allowance 9 p.m.  
to 1 a.m. - 8 hours pro rata account trainmen required to make  
succeeding trip out of their  
terminal after they had been on duty 8 hours.

Example No. 3 -

Trainmen on duty LaSalle 1 p.m.  
Switches until 2 p.m.  
Makes trip LaSalle to Pierce and return, 2 p.m.  
to 4 p.m.  
Switches until 6 p.m.  
Makes trip LaSalle to Brighton and return,  
6 p.m. to 8:30 p.m.  
Switches 8:30 p.m. to 9 p.m.  
Makes trip LaSalle to Hardin and return, 9 p.m.  
to 1 a.m.  
Switches 1 a.m. to 1:30 a.m.  
Makes trip LaSalle to Peckham and return,  
1:30 a.m. to 2:30 a.m.  
Released 2:45 a.m.

Compensation - 1 p.m. to 9 p.m. - 8 hours pro rata; allowance 9 p.m. to 1:30 a.m. - 8 hours pro rata account required to make succeeding trip out of their terminal after they had been on duty 8 hours. Allowance 1:30 a.m. to 2:45 a.m. - 8 hours pro rata, account required to make succeeding trip out of their terminal after they had been on duty 8 hours.

(c) A minimum of 8 hours additional will be allowed for service performed beyond the limits of the 50 mile zone at the rate and under the rules governing the service performed, but such time will not be used in computing overtime on the assignment.

(d) Trainmen regularly assigned to combination switch and road service will be guaranteed not less than 8 hours for each day assigned or held available for service. Trainmen may be used in any other service to make up guarantee on days regularly assigned service is discontinued, but such service shall be paid for at schedule rates, with minimum allowance of 8 hours at road switcher rates. However, this does not permit using such trainmen in pool freight service out of Beatrice or Sterling ahead of trainmen in pool freight service.

(e) It is understood that this provides how trainmen may be used in any class<sup>^</sup> of service in lieu of their assigned service, but it does not authorize compensation thus earned to be applied to make up any time that trainmen were ready for service and not used.

(f) Bulletin will show terminal, starting time and days included in assignment.

(g) Trainmen may be started up to two hours later than bulletined starting time according to service conditions, provided they are advised prior to the end of the preceding shift each day of the changed starting time, and time will commence at time required to report for duty. If started more than two hours later than the bulletined time, pay will commence at the bulletined starting time. For service performed in advance of bulletined starting time, see Rule 55(b) and (c).

(h) Trainmen assigned to road switcher runs will not be subject to the provisions of the following rules or agreements:

(a) Initial terminal delay and/or switching rules.

(b) Final terminal delay and/or switching rules.

(c) Car scale basis of pay agreement.

Note; Switching rules are applicable where yard crews are employed.

Note; See Appendix "A" - [Items 58](#), [58\(a\)](#), [58\(b\)](#), [58\(c\)](#) and [58\(d\)](#).

Dated at North Kansas City, Missouri, this 17th day of November, 1986.

FOR THE UNITED

FOR THE UNION PACIFIC

TRANSPORTATION UNION (C&T):

RAILROAD COMPANY:

F.A. Garges (signature)

A. C. Hallberg (signature)

General Chairman  
Labor Relations

Regional Director

H:N10/020A

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**The original text of Rule 58 follows:**

**RULE 58. COMBINATION SWITCH AND ROAD SERVICE.** (a) *Trainmen assigned to combination switch and road service may be called to make one or more turnaround trips out of the same terminal within a zone extending 50 miles in any direction and paid a minimum of 8 hours at basic daily rate of \$21.32, if on a 6 or 7-day assignment, and \$22.50, if on a 5-day assignment, provided that trainmen will not be required to make a succeeding trip out of their terminal after they have been on duty 8 hours, except as a new day. Trainmen will begin a new day when required to make trip out of their terminal if on duty 8 hours before train is coupled together and air test made. (Rates shown are those in effect on September 7, 1961).*

*(b)(1) Time on trips which constitute a day's work as provided herein will be allowed on basis of continuous time from time of reporting for duty until released.*

*(2) Overtime shall be paid after 8 hours on duty on the minute basis at a rate per hour of 3/16ths of the daily basic rate. Miles run will not be a factor in determining the allowance.*

*Example No. 1 -*

*Trainmen on duty LaSalle 1 p.m.*

*Switches 1:20 p.m. to 2 p.m.*

*Makes trip LaSalle to Peckham and return, 2 p.m. to 3 p.m.*

*Switches at LaSalle 3 p.m. to 6 p.m.*

*Makes trip LaSalle to Gowanda and return, 6 p.m. to 8 p.m.*

*Switches at LaSalle 8 p.m. to 8:30 p.m.  
Makes trip LaSalle to Barnesville & return, 8:30 p.m. to 11:15 p.m.  
Released 11:30 p.m.*

*Compensation - 8 hours pro rata, 2'30" overtime*

*Example No. 2 -*

*Trainmen on duty LaSalle 1 p.m.  
Switches until 2 p.m.  
Makes trip LaSalle to Pierce and return, 2 p.m. to 4 p.m.  
Switches until 6 p.m.  
Makes trip LaSalle to Brighton and return, 6 p.m. to 9 p.m.  
Makes trip LaSalle to Hardin and return, 9 p.m. to 12:45 a.m.  
Released 1 a.m.*

*Compensation - 1 p.m. to 9 p.m. - 8 hours pro rata. Allowance 9 p.m. to 1 a.m. - 8 hours pro rata account trainmen required to make succeeding trip out of their terminal after they had been on duty 8 hours.*

*Example No. 3*

*Trainmen on duty LaSalle 1 p.m.  
Switches until 2 p.m.  
Makes trip LaSalle to Pierce and return, 2 p.m. to 4 p.m.  
Switches until 6 p.m.  
Makes trip LaSalle to Brighton and return, 6 p.m. to 8:30 p.m.  
Switches 8:30 p.m. to 9 p.m.  
Makes trip LaSalle to Hardin and return, 9 p.m. to 1 a.m.  
Switches 1 a.m. to 1:30 a.m.  
Makes trip LaSalle to Peckham and return, 1:30 a.m. to 2:30 a.m.  
Released 2:45 a.m.*

*Compensation - 1 p.m. to 9 p.m. - 8 hours pro rata; allowance 9 p.m. to 1:30 a.m. 8 hours pro rata account required to make succeeding trip out of their terminal after they had been on duty 8 hours. Allowance 1:30 a.m. to 2:45 a.m. - 8 hours pro rata, account required to make succeeding trip out of their terminal after they had been on duty 8 hours.*

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*(c) A minimum of 8 hours additional will be allowed for service performed beyond the limits of the 50 mile zone at the rate and under the rules governing the service performed, but such time will not be used in computing overtime on the assignment.*

*(d) Trainmen regularly assigned to combination switch and road service will be guaranteed not less than 8 hours for each day assigned or held available for service. Trainmen may be used in any other service to make up guarantee on days regularly assigned service is discontinued, but such service shall be paid for at schedule rates with minimum allowance of 8 hours at road switcher rates. However, this does not permit using such trainmen in pool freight service out of Beatrice or Sterling ahead of trainmen in pool freight service.*

*(e) It is understood that this provides how trainmen may be used in any class of service in lieu of their assigned service, but it does not authorize compensation thus earned to be applied to make up any time that trainmen were ready for service and not used.*

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*(f) Bulletin will show terminal, starting time and days included in assignment.*

*(g) Trainmen may be started later than bulletined starting time according to service conditions, and time will commence at time required to report for duty. For service performed in advance of bulletined starting time, see Rule 55(b) and (c).*

*(h) Combination switch and road runs will not be assigned under the provisions of this agreement out of district terminals other than Beatrice, Gering and Sterling, except by agreement.*

*(i) Trainmen assigned to road switcher runs will not be subject to the provisions of the following rules or agreements:*

*(a) Initial terminal delay and/or switching rules.*

*(b) Final terminal delay and/or switching rules.*

*(c) Car scale basis of pay agreement.*

Note: *Switching rules are applicable where yard crews are employed.*

Note: *See Appendix "A" - [Items 58](#), [58\(a\)](#), [58\(b\)](#), [58\(c\)](#) and [58\(d\)](#).*