

WORK TRAIN SERVICE

RULE 62. (a) Rates of Pay. See current rate sheets for per mile and per day rates in effect for conductors and brakemen for service paid work train rate. Rate sheets will be maintained to reflect national agreements.

The amounts to be added to the basic rates of pay based on the number of cars handled as described in Rule 24(b) is also applicable to work train service.

(b) Basic Day and Overtime. 8 hours or less including meal period, 100 miles or less, shall constitute a day. Miles in excess of 100 miles

will be paid for at the mileage rate provided. When over 100 miles are run, overtime will begin when the time on duty exceeds the miles run divided by $12\frac{1}{2}$; overtime shall be paid for on minute basis at a rate per hour of $\frac{3}{16}$ ths of the daily rate.

(c)(1) Regularly Assigned - Hours Fixed.
Work train in service 5 consecutive days will be considered an assigned work train, on which the time for reporting for duty must be fixed for such train and period. Work trains will not be bulletined for less than 5 consecutive days work.

(2) Crews in assigned work train service will be allowed a minimum of 100 miles for service performed in advance of bulletined starting time, except as provided in paragraph (3).

(3) When crew having tie-up point away from terminal is run into terminal Friday or Saturday, they may be brought on duty at such terminal Monday morning in advance of bulletined starting time and time will commence at time required to report for duty.

(4) Compensation for crews in assigned work train service will begin not later than the fixed starting time, unless crews are tied up for rest.

(5) When the fixed starting time is changed two hours or more, assignment will be promptly bulletined for conductor and brakemen, and conductor and brakemen affected may fill the positions during the period of bulletin in accordance with their seniority.

(d) Bulletining.

Note: This does not reflect the provisions of the 5/22/72, Interdivisional Runs Agreement; i.e. this does not authorize the Company to call interdivisional crews for this work.

(1) When it is known sufficiently in advance that a work train is to be placed in service:

(a) It may be bulletined sufficiently in advance to assign regular man or men on the date such service is placed in operation.

(b) When a work train is placed in service prior to date indicated in the bulletin, it will be manned on each day service is performed by pool freight crew until assignment is made at expiration of bulletin.

(2) When work train is placed in service on Monday it may be called at any time on that Monday and bulletined on the same day. The work train will be manned on each day service is performed by extra man or men, subject only to the starting time fixed for the assignment and to the provisions of Rule 44, until assignment is made at expiration of bulletin.

(3) When it is known on Monday of the week in which work train service is to be established on a day other than Monday, bulletin may be posted on such Monday, and when placed in operation it will be manned on each day service is performed by extra man or men subject to the provisions of Rule 44, until assignment is made at expiration of bulletin.

(4) When work train service is established on a day other than Monday, and it is not known on Monday of that week that such service is to be established:

(a) Bulletin will be posted on the Monday following establishment of such service, and will be manned on each day service is performed by extra man or men subject to the provisions of Rule 44, until assignment is made at expiration of bulletin.

(b) Prior to the date work train service is bulletined, it will be manned on each day service is performed by pool freight crew.

Note: See Appendix "A" - Items 62 and 62(a).

(5) Bulletin will be posted at the home terminal of the district where the work train is placed in service not later than 10:00 a.m. on the date bulletin is issued, and at other points as soon thereafter as is practicable.

Work trains that have been in service continuously for one year at the time annual bulletin is posted will be included on the annual bulletin.

Note: See Appendix "A" - Item 62(b).

(e) Handling Gravel Buford-Cheyenne.
Conductors and brakemen on work trains handling gravel, Buford to Cheyenne, will receive 50 miles.

(f) Terminal Time - Constructive Mileage.
Terminal time not allowed in work train service in addition to constructive mileage.

Note: See Appendix "A" - Item 62(c).