**RULE 44-**

**WORK TRAIN SERVICE**

1. Rates of Pay­ The basic rates of pay in work train service shall be as follows:

Between Hinkle and

Huntington,

Pendleton& Dayton

Branches, All Other

Wallace and Burke Districts

*(Mountain Rates) (Valley Rates)*

OVER 100 MILES

Per Per Per Per

Mile Day Mile Day

Conductors *.4829 48.29 .4736 47.36*

Brakemen *.4427 44.27 .4281 42.81*

100 MILES OR LESS

Per Per Per Per

Mile Day Mile Day

Conductors .*5012 50.12 .4918 49.18*

Brakemen .*4609 46.09 .4465 44.65*

(b) Car scale additives in work train service will be applied to the basic daily rates of pay in the following manner:

Maximum number of cars (including caboose) Amounts to be added to the Basic

hauled in train in road movement at any one time Daily Road Freight Rates

on road trip anywhere between initial starting

point and point of final release.

Conductors Brakemen

Less than 81 cars $ .35 $ .35

81 to 105 cars 1.00 1.00

106 to 125 cars 1.40 1.40

126 to 145 cars 1.65 1.65

146 to 165 cars 1.75 1.75

(Add 20cents for each additional block of 20 cars or portion thereof.)

**NOTE:** Where under existing rules or practices, arbitraries or special allowances are made by reason of the tonnage or the number of cars handled in a train, such arbitraries or special allowances, or the amount produced by the above table, whichever is the greater, shall apply, but not both.

**(c)** Guarantee ‑ Road Service: Where the total daily mileage paid to trainmen on road work train service runs (assigned or unassigned) under the basic day, mileage, overtime and other rules, does not produce or exceed 131 miles per day, such trainmen shall be paid not less than 131 miles for each day work train service is performed or for each day such trainmen are held for work train service by the Company.

**(d)** Basic Day ‑ Yard Service: In yard service 100 miles or less or 8 hours or less shall constitute a day's work.

**(e)** When Unassigned ‑ How Manned: Unassigned work train service, including wreck, snowplow and supply trains, will be manned by extra crews when available in accordance with the rules governing such crews.

**NOTE:** In the La Grande‑Hinkle territory extra work train service originating at Hinkle may be protected by pool crews.

**(f) –1.** May Be Tied Up Between Terminals: Work, wreck, snowplow and supply trains may be tied up between terminals and time tied up deducted. Upon resuming duty will begin a new day.

**(f) ‑2.** Where work trains are tied up at points where suitable food and lodging cannot be procured, crews of such work trains will be paid an arbitrary allowance of two hours from time of release from duty at such point to time of arrival at the nearest station where food and lodging can be procured; and an arbitrary allowance of 2 hours from time instructed to report at such station to time of arrival at the point where work train is tied up and crew goes on duty. This payment will be made as an arbitrary separate and apart from the service trip which shall be calculated from the time on duty to the time off duty at the point where the work train is tied up.

**(g)** How Bulletined ‑ Rights to Run Regular work train service runs may be bulletined for and established to operate on a working day basis of 5, 6 or 7 days per week. On a 5‑day per week assignment the layover days shall be consecutive. When a work train remains in serv­ice 5 days without being bulletined, it will, If still in service, be bulletined in accordance with Rule 33; Rights to runs will be governed by seniority. Bids to runs will be made to Superintendent in writing.

**NOTE:** No regular work train service run shall be established for less than 5 days per week except by mutual agreement.

**(h)** Notifying Crew as to Kind and Probable Duration of Service: Crews called for work train service will be notified of such assignment when called and, if possible, will be advised as to the probable duration of service.

**(i)** Separation of Road and Yard Work: Yard crews will be used to perform work train service in yards where yard crews are employed, provided all of the work is within the switching limits. Road work train crews will be used when preponderance of day's work is outside switching limits or when they start their day's work In road service and move Into and out of the yard two or more times In the course of the day's work for the purpose of picking up or setting out cars In exclusive work train service, or to bring Into or to take out of the yard loads of ballast or other track material used for maintenance or construction purposes. Road work train crews may load or unload the same and doze off whatever surfacing material they unload with a dozer or spreader that is part of the work train equipment.

**(j)** Sunday at Home: Trainmen in work train service requiring them to be away from home over Sunday will, unless otherwise advised, be permitted to go home for that day, provided they can return before time for beginning work Monday morning. If advised to remain at tie‑up point over Sunday and are not worked, they will be paid one day at work train rates.

**NOTE:** In the application of this paragraph (j) trainmen (regular or extra In work service (assigned or unassigned), including conductor‑pilots with self‑propelled vehicles, may be held at the tie‑up point for further use on layover days in work service, provided they are given notification In advance of tie‑up time on the day preceding the established layover days (Saturdays and/or Sundays) that their services will be required on such layover day or days. If trainmen are so notified and are not used, the guarantee provision of paragraph (c) of this rule shall apply.