

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: 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 2: Engineers working in the Kansas City-Marysville pool will be allowed initial terminal delay after 30 minutes under the provisions of Section (a) of Part III of the interdivisional service agreement dated December 16, 1971.

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).