

RULE 25. WORK AND WRECK TRAIN SERVICE

- a) Work train in service five consecutive days will be considered an assigned work train on which the hours of service must be fixed.
- b) 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 Section (c) of this rule.
- c) 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.
- d) Compensation for crews in assigned work train service will begin not later than the fixed starting time, unless crews are tied up for rest.
- e) When the fixed starting time is changed one hour or more the assignment will be promptly bulletined for engineer and the incumbent will remain on the assignment until filled under bulletin.
- f) Engineers on assigned work trains will be allowed full time (including Sundays).
Extra engineer on an assigned work train which comes into home terminal or point where an extra list is maintained, on a day prior to a layover day (Saturday, Sunday, or a holiday other than Monday) and the assignment is not going to work on such layover day, will be held on the assignment each layover day until the expiration of the minimum working hours of the assignment and paid for the day or days held. At the expiration of the minimum working hours on Sunday or holiday other than Monday, the extra engineer will be placed last-out on the extra list.
When Monday is a holiday and a layover day, the regularly assigned engineer may report for work prior to Monday and will be available for service on Monday and compensated therefore. This provision is also applicable to a senior engineer exercising displacement rights to an assigned work train in accordance with schedule rules.
- g) 20 Minutes will be allowed for meals between the fourth and sixth hours; such time to be considered a part of the 8 consecutive hours constituting a day's work.
- h) Terminal time will not be allowed in temporary work service when constructive mileage is allowed.
- i) Actual miles will be allowed in work train and pile-driver service when 100 miles or more are made in a day.
- j) Engineers flanging side tracks with flangers will be allowed actual side track mileage flanged, added to actual mileage of trip.

k) Unassigned work trains originating at the home terminal and work trains under bulletin will be manned by extra engineers. Unassigned work trains originating at the far terminal will be manned by pool engineers.

l) Tied Up When Permitted To Deadhead: Engineers in work train service may tie up between terminals subject to Rule 68. When tied up at points where food and lodging are not available will be paid actual miles deadheading to nearest point where food and lodging can be obtained. Such miles will be paid as an arbitrary separate from the service trip.