

RULE 57. CONSTRUCTIVE AND ARBITRARY MILEAGE ALLOWANCES.

- a) Engineers will be allowed 1.3 miles per mile run for movements between Borie and Laramie and between Speer and Laramie, or any part thereof with a maximum of 14 constructive miles for a single trip and 28 constructive miles for a double; except that the total allowance for any such service will not be less than a minimum day.
- b) For service between Denver and Laramie from terminal to terminal via Speer-Borie or Speer-Dale, 15 constructive miles will be allowed -for movement over Sherman Hill.
- c) For service between Evanston and Ogden from terminal to terminal, 100 miles will be allowed, overtime on basis of mileage allowance.
- d) Engineers who are required to assist other employees turning light engine or other equipment on manually operated turntable, or who are required to throw switches in connection with turning light engine on such turntable will be allowed one arbitrary hour at pro rata rate for all such service performed during one tour of duty.
- e) Inbound or outbound engineers required to turn engines on the wyes at district terminals will be compensated on an actual minute basis at road rates, including other initial or final terminal delay time accruing, with a minimum allowance of one hour at pro rata rate.
- f) Engineers required to take water at roundhouse and/or turn engines on wye at Sharon Springs will be compensated on the actual minute basis at road rates, including initial and final terminal time accruing, with a minimum allowance of one hour at pro rata rate.
- g) Engineers required to turn their engines on the wye at Evanston when it is their terminal will be allowed an arbitrary of one hour at pro rata rate.
- h) When engineers are required to turn their engines on the wye at Rock Springs when it is their terminal, time consumed will be considered initial terminal time and the minimum terminal time allowance will be one hour at pro rata rate except when crew also performs yard switching for which payment is made under Rule 20(9), time consumed in turning engine on wye will be included with other penalty time.
- i) Engineers in through freight service required to re-rail cars or engines or revive engines which have no connection with the train they are handling will be compensated on the actual minute basis at pro rata rate with a minimum allowance of one hour. This time will be continuous from the time work is begun until it is completed. When overtime accrues, computed from time of reporting for duty, the allowance described above, or overtime, whichever the greater, will be paid.
- j) Engineers in passenger service will be allowed final terminal time computed from the time train stops at 23rd Street, Denver, until final release when yard engine removes cars from rear of their train and road engine moves light or handles head end of train into creamery or baggage tracks.