

TIE – UPS

RULE 68.

a) Road Crews Tied Up Between Terminals.

Engineers in road service will be considered-on duty and under trip pay until tied up as hereinafter provided, and are so notified and for what reason.

b) Federal Tie-Up.

1. Under the laws limiting the hours on duty, crews in road service will not be tied up unless it is apparent that the trip cannot be completed within the lawful time; and not then, until after the expiration of 10 hours on duty under the federal law, or within 2 hours of the time limit provided by state law, if state laws govern.
2. If road crews are tied up in a less number of hours than provided in the preceding paragraph, they shall not be regarded as having been tied up under the law, and their services will be paid for under existing schedules.
3. When road crews are tied up between terminals under the law, they shall again be considered on duty and under pay immediately upon the expiration of the minimum legal period off duty applicable to the crew; provided the longest period of rest required by any member of the crew, either 8 or 10 hours, to be the period of rest for the entire crew.
4. A continuous trip will cover a movement straightaway or turnaround from initial point to destination train is making when ordered to tie up. If any change is made in the destination after the crew is released for rest a new trip will commence when the crew resumes duty.
5. Engineers in train service tied up under the law will be paid continuous time from initial point to tie-up point. When they resume duty on continuous trip, they will be paid from the tie-up point to terminal on the following basis: For 50 miles or less, or 4 hours or less, 50 miles pay; for more than 50 miles and up to 100 miles, or over 4 hours and up to 8 hours, 100 miles pay; over 100 miles, or over 8 hours, at schedule rates. It is understood that this does not permit running crews through terminals or around other crews at terminals.
6. Road crews tied up for rest under the law, and then towed or deadheaded into terminal, with or without engine or caboose, will be paid therefore as per Paragraph (5) the same as if they had run the train to such terminal.

NOTE: Road crews tied up under the law at outlying points and deadheaded or towed into terminal before rest period is up will be paid on continuous time basis until terminal is reached.

7. If any service is required of an engine crew, or if held responsible for the engine during the tie-up under the law, they will be paid for all such service.

8. When engines are tied up where mechanical forces are not available, engine crews will be responsible for engines, and will be under pay until relieved by another crew or engine watchman, or released by chief dispatcher or other proper authority. Crews are required to make diligent effort to procure relief, and to promptly notify train dispatcher or mechanical foreman when it is apparent trip cannot be completed within legal working period, so relief may be arranged.

c) Company Tie-Up.

1. Engineers in freight service, tie up by the Company between district terminals, will be under road pay from time first required to report for duty to time tied up, less the initial time allowed, and time will again begin in 24 hours from time first required to report for duty on the first trip, and at the same hour on each succeeding day tied up; not less than a minimum day will be paid for to terminal or next tie-up point.
2. Engineers tied up or released from duty between terminals for less than 8 hours will be paid continuous time for the entire trip.
3. For the purpose of computing time allowances the federal tie-up rule will not apply to engineers tied up in less than 10 hours after leaving a terminal; neither the federal nor the Company tie-up rules apply to engineers tied up under Section (d) of this rule.
4. Engineers in pool freight or unassigned freight service tied up or released 8 hours or more at intermediate points under the Company tie up rule will be compensated as follows:

Time from arrival at tie-up point (on trip on which tied up) to time tied up, and actual time consumed in initial switching, will be added to the actual road time or mileage, and not less than 100 miles allowed for the combined service.

When overtime accrues, computed from time engineers go under pay, the allowance for initial switching and final work or delay, or the overtime, whichever the greater, will be paid.

Example No. 1

Engineer goes under pay and on duty at A (tie-up point) at 7:00 a.m.; switches at A until 9:00 a.m.; runs A to B, 25 miles; switches at B, 1 hour; runs B to C (an intermediate point), 75 miles; arrives at C, 3:00 p.m.; switches 1 hour at C; tied up at C, 4:00 p.m.

Compensation -- 100 miles plus 2 hours initial switching at A and 1 hour final switching at C at pro rata rate.

Example No. 2

Engineer goes under pay at A (tie-up point) at 6:00 a. m.; goes on duty at A, 7:00 a. m.; switches at A, 3 hours; runs A to B to C (district terminal), 75 miles; arrives at C, 3:00 p.m.; relieved at C at 3:25 p.m.

Compensation -- 127 miles. Time computed on continuous time basis 6:00 a.m. to 3:25 p.m.; exceeds miles run plus initial switching at A and final terminal time at C.

Example No. 3

Engineer on duty at A (district terminal) at 11:00 a.m.; runs A to B, 68 miles; runs B to C (an intermediate point), 32 miles; arrives at C, 5:00 p.m.; switches at C until 6:30 p. m., and tied up at 6:35 p. m.

Compensation -- 100 miles plus 1 hour, 35 minutes terminal time at pro rata rate.

Example No. 4

Engineer on duty at A (district terminal) at 12:30 p.m.; runs A to B, 22 miles; B to C (an intermediate point), 28 miles, C to D, and return to C, 41 miles; arrives at C, 6:15 p.m.; switches and ties up at C at 8:30 p.m.

Compensation -- 91 miles plus 2 hours, 15 minutes terminal time at pro rata rate.

Section (c)(4) of this rule does not apply to work, wreck, construction, supply, snow plow, helper service or circus trains, or to crews tied up between terminals because of washouts, wrecks, storms, blizzards, etc.

d) Voluntary Tie-Up. Engineers enroute over district, and tied of their own volition at intermediate points, will be allowed schedule mileage of the district for the whole service between terminals, with such overtime as may accrue after deducting the time tied up from the total time in service.