

## **RULE 8. TERMINAL TIME AND WORK.**

a) Initial Terminal Delay: In passenger service, when delayed after time called to depart, engineers will be paid for such delay at pro rata rates on minute basis, and time on road allowed from time required to report for duty less the delayed time.

b) Terminal Mileage When Initial Time Does Not Accrue: In passenger service when initial time does not accrue the mileage from designated track where engine is received to point at which road mileage begins will be added to the actual on constructive miles of the district. Less than one mile not to be counted, one mile or more to be allowed, as per following table

| <b>Station</b>            | <b>Actual Miles</b> | <b>Allowed Miles</b> |
|---------------------------|---------------------|----------------------|
| Council Bluffs, westbound | 1.1                 | 1                    |
| Omaha, westbound          | 2.7                 | 3                    |
| Kearney                   | 1.0                 | 1                    |
| North Platte, eastbound   | 1.3                 | 1                    |
| North Platte, westbound   | 1.0                 | 1                    |
| Sterling, eastbound       | 1.1                 | 1                    |
| Ogden, eastbound          | 1.1                 | 1                    |
| Denver                    | 2.7                 | 3                    |
| St. Joseph, westbound     | 1.1                 | 1                    |

c) Final Terminal Delay: For passenger service, final terminal delay shall be computed from the time train reaches terminal station and will be paid for at pro rata rate on the minute basis until crew is finally released. If road overtime has commenced terminal time shall not apply and overtime will be paid to the point of final release.

When a passenger engineer upon arrival at his terminal is required to stop for fuel and/or water before reaching the terminal station, terminal time will be computed from the time the train stops for servicing until crew is finally released.

d) Terminal Work: Engine crews on passenger runs will not be required to pick up or set out cars at terminals where yard crews are on duty and available to do so without delay to train. Engine crews in passenger service required to set out or pick up cars at terminals where yard crews are assigned, will be compensated on actual minute basis at road rate for such service, including initial or final terminal delay time accruing, with minimum allowance of one hour.

This section (d) does not apply to engine crews in passenger service compensated in accordance with Rule 11.

e) Changing Crews at Salina: Crews on passenger runs between Junction City and Ellis will be changed at Salina. Junction City and Ellis will be the terminals for such runs and this Rule 8 will apply at those terminals. Initial and final terminal time will not be allowed at Salina.