

## Call Release Applications By Former Road

Former Road	Amount	Rate	Special Actions
<b>Eastern/Western Lines - UTU</b>	<b>After On duty</b>		
	Basic Day	Rate of Svc	Placed at the bottom of the board, regardless of whether actual service has or has not been performed. They can be held on duty and under pay on a continuous time basis to protect later trains provided this does not result in a run around at the terminal
	<b>Prior to Leaving Calling Place</b>		
	No Payment	\$ -	Called & Released prior to leaving their calling Place
	<b>Left Calling Place</b>		
	50 miles	Rate of Svc	Will maintain their standing on the board
<b>Eastern/Western Lines - BLE</b>	<b>After On duty</b>		
	Basic Day	Rate of Svc	<b>Vaughn Run Through Agreement</b> - if arrival occurs at on duty point prior to release entitled to one (1) basic day penalty payment, go 1st out.
	Basic Day	Rate of Svc	(a-3) If an engineer's call is cancelled after the time arrives for him to go on duty, he will be allowed a minimum day at the rate of the service for which called, and stand last out. This does not prohibit the holding of an engineer on duty and under pay on a continuous time basis for the protection of later trains if this will not result in a runaround in the terminal.
	<b>Reported for duty</b>		
	33 miles	Rate of Svc	(a-2) When an engineer is called and reports for duty, but released before the time for going on duty, he shall be allowed pay for 33 miles for the class of service and engine for which called, and stand first out.
	<b>Prior to Leaving Calling Place</b>		
	none	\$ -	(a-1) An engineer who is called and released at his calling place as much as forty- five (45) minutes in advance of the time he is to report for duty will not claim or be paid a call and release.
	65 miles	rate of Svc	<b>Vaughn Run Through Agreement</b> provides for 1/2 basic day payment when released prior to arrival at on duty point, if arrival occurs at on duty point prior to release entitled to one (1) basic day penalty payment, go 1st out.
<b>Northern/Southern - UTU</b>	<b>After On duty</b>		
	Basic Day	Rate of Svc	Placed at the bottom of the boards regardless of whether actual service has or has not been performed
	<b>Prior to Leaving Calling Place</b>		
	1/2 basic day = 65 miles	Rate of Svc	Maintain their standing on the board
<b>Northern/Southern - BLE</b>	<b>After On duty</b>		
	1/2 basic day	Rate of Svc	When Engineers have been called to go out, and for any reason other than their own act do not go out, if held on duty less than four (4) hours, they will be paid one-half day, and stand first out.
	Basic Day	Rate of Svc	If held more than four (4) hours, they will be paid one day and go behind Engineers at that point, (Foot of the Board).
	Basic Day	Rate of Svc	When a crew assigned in id service is called and released, after time of going on duty, but <b>before</b> road trip commences, such crew will be paid 130 (basic day) miles and stand first out for service after eight (8) hours rest under the Hours of Service Law, subject to call after 6 hours 30 minutes.
	<b>Prior to Leaving Calling Place</b>		
	No Payment	\$ -	Called & Released prior to leaving their calling Place
	<b>Left Calling Place</b>		
	65 miles	Rate of Svc	Will maintain their standing on the board
<b>Coast Lines - UTU</b>	<b>After On duty</b>		
	Basic Day	Rate of Svc	Getting their train orders, moving power, getting on your train
	<b>Left Calling Place</b>		
	PO - 1 hour	Rate of Svc	Called on your way to work is 1 hour
<b>Coast Lines - BLE</b>	<b>After On duty</b>		
	Basic Day	Rate of Svc	If engine is taken from roundhouse track, engineer will be considered as having performed "Service" and will be paid under appropriate rules of the schedule and not according to preceding paragraph.

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	33 1/3 miles	Rate of Svc	When an engineer is called for a train and does not perform service on account of train being annulled, or from other cause, he shall receive thirty three and one-third miles for the class of engine and service, if released within two hours and forty minutes. If not so released he shall be paid pro rata per hour, according to class of engine and service for time so held up to eight hours and stands first out.
<b>FWD UTU</b>	<b>After On duty</b>		
	4 hours	Rate of Svc	Held less then 4 hours (i.e. performing air test, turning a wheel) will receive 4 hours and stand first out
	Basic Day	Rate of Svc	Held greater than 4 hours, will receive a basic day and stand last out.
	Basic Day	Rate of Svc	<b>Performed Service</b> = go to the foot of the board
<b>FWD BLE</b>	<b>After On duty</b>		
	4 hours	Rate of Svc	Held less then 4 hours (i.e. performing air test, turning a wheel) will receive 4 hours and stand first out
	Basic Day	Rate of Svc	Held greater than 4 hours, will receive a basic day and stand last out.
<b>JTD UTU</b>	<b>After On duty</b>		
	4 hours	Rate of Svc	Held less then 4 hours (i.e. performing air test, turning a wheel) will receive 4 hours and stand first out
	Basic Day	Rate of Svc	Held greater than 4 hours, will receive a basic day and stand last out.
<b>JTD BLE</b>	<b>After On duty</b>		
	1/2 basic day	Rate of Svc	Only if train is abandoned, will received one-half day's pay for same and stand first out. No rule pertaining to performing service (i.e. train not "abandoned") and then released.
<b>HBT UTU</b>	No Rule		
<b>Frisco UTU - Article 19 Section D - Extra Employees Called and Not Used</b>	<b>After On duty</b>		
	Basic Day	Rate of Svc	Marked up behind the extra employees on the extra board
	<b>Prior to Leaving Calling Place</b>		
	No Payment	\$ -	When an employee is called but is later notified before he/she leaves their residence or lodging place that the call is canceled, no payment will be made.
	<b>Call Changed</b>		
	No Payment	\$ -	Carrier is not liable for this "called and not used" penalty in situations where the call is simply changed from service to deadhead or vice versa.
<b>Frisco BLET 7/1/05 Agmt - Sect B Called and Not Used</b>	<b>After On duty</b>		
	4 hours	Rate of Svc	Held less then 4 hours (i.e. performing air test, turning a wheel) will receive 4 hours and stand first out
	Basic Day	Rate of Svc	Held greater than 4 hours, will receive a basic day and stand last out.
	Basic Day	Rate of Svc	Engineers who perform some service but who are released before leaving the initial terminal will be paid a basic day and if they are a Pool or Extra Engineer, they will retain their first out position.
	<b>Call Changed prior to on duty</b>		
	No Payment	\$ -	Carrier is not liable for this "called and not used" penalty in situations where the call is simply changed from service to deadhead, or vice versa, when it notifies the Engineer at or before the time he reports for duty (or deadhead).
	<b>Call Changed After on duty</b>		
	4 hours	Rate of Svc	If the Engineer's call is changed from service to deadhead (or vice versa) after he reports for duty, he will only be entitled to 4 hours pay regardless of whether or not he performs service.
<b>C &amp; S BLE - Freight Service Rule 17 - Called and Not Used</b>	<b>After On duty</b>		
	4 hours	Rate of Svc	Engineers called and not sent out shall be allowed one-half day for the first four hours or less and stand first out.
	Basic Day	Rate of Svc	If not called again within eight hours from the time first called, one day shall be allowed and stand first out. Payment to be made at rate of service and engine for which called. <b>NOTE:</b> In case the eight-hour period expires at an exact time that an incoming crew arrives, the crew called and not used will stand ahead on the board of the incoming crew.

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Former Road	Amount	Rate	Special Actions
<b>C &amp; S BLE - Yard Service</b>	<b>After On duty</b>		
	4 hours	Rate of Svc	Engineers called and not sent out shall be allowed one-half day for the first four hours or less and stand first out.
	<b>C &amp; S UTU Rule 22</b>		
<b>CB &amp; Q UTU Rule 64</b>	<b>After On duty</b>		
	4 hours	Rate of Svc	Held less then 4 hours will receive 4 hours and stand first out
	Basic Day	Rate of Svc	Held greater than 4 hours, will receive a basic day and stand last out.
	<b>Prior to Leaving Calling Place</b>		
	No Payment	\$	- In case a call is cancelled before a trainman reports for duty, no compensation will be allowed.
<b>CB &amp; Q BLE Rule 33</b>	<b>After On duty</b>		
	Actual time with a minimum of 2 hours	Rate of Svc	Called and not used, actual time with a minimum of 2 hours at through freight rates will be allowed, and he/she will stand first out.
	Basic Day	Rate of Svc	Not called to leave with 4 hours from the time first ordered, will receive a minimum of 8 hours at through freight rates and will stand last out.
	Actual time with a minimum of 4 hours	Rate of Svc	<b>Performs service:</b> Performs service in connection with his/her train and afterwards is notified he/she is not wanted, actual time with a minimum of 4 hours at through freight rates will be allowed and he/she will stand first out.
	Basic Day	Rate of Svc	<b>Performs service:</b> If not again called to leave within 4 hours from the time first ordered for, a minimum of 8 hours at through freight rates will be allowed and he will stand last out.
	<b>Prior to Leaving Calling Place</b>		
	No Payment	\$	- In case a call is cancelled before a conductor leaves his/her home or way car between the hours of 8 a.m. and 10 p.m., no compensation will be allowed.
<b>GN UTU Rule 14</b>	<b>After On duty</b>		
	Actual time with a minimum of 2 hours	Rate of Svc	In case an engineer is called and afterward notified he is not wanted, a minimum of 2 hours' time will be allowed, rate of service, and he will not lose his turn out.
	Actual time with a minimum of 4 hours	Rate of Svc	<b>Performs service:</b> When an engineer has been called and performs service in preparing his engine, or leaves roundhouse track for train yard or passenger station and afterward is notified that service are not required, he will be paid actual time with a minimum of four hours and will stand first out.
	Basic Day	Rate of Svc	<b>Performs service:</b> If not again called to leave within 4 hours from the time first ordered for, a minimum of 8 hours at through freight rates will be allowed and he will stand last out.
	<b>Prior to Leaving Calling Place</b>		
No Payment	\$	- In case a call is cancelled before an engineer leaves his home or place of lodging between the hours of 8 a.m. and 9 p.m., no compensation will be allowed.	
<b>GN BLE Rule 38</b>	<b>After On duty</b>		
	1/2 basic day	Rate of Svc	When freight conductors are called for service they shall receive not less than eight hours' pay <b>unless</b> the train for which they are called is annulled before the expiration of four hours, in which case they shall receive four hours' pay and stand first out.
	Basic Day	Rate of Svc	<b>Performs service:</b> If any work is actually performed or train is not annulled after the expiration of four hours, they shall receive eight hours' pay and stand last out.
<b>Payments under this rule to be on pro rata basis and not computed in connection with road time.</b>			
<b>GN BLE Rule 38</b>	<b>After On duty</b>		
	1/2 basic day	Rate of Svc	Engineers called will, if train for which they are called is abandoned before the expiration of 4 hours, receive one-half day's pay and stand first out.
	Basic Day	Rate of Svc	If train is not abandoned before the expiration of 4 hours, engineers will receive one day's pay and stand last out.
	Basic Day	Rate of Svc	If abandoned after leaving roundhouse track engineers will be paid minimum day and stand last out.

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Former Road	Amount	Rate	Special Actions
<b>NP UTU Rule 77</b>	<b>After On duty</b>		
	Actual time with a Min of 2 hours	Rate of Svc	When a train for which a Conductor has been called to report for service at a specified time is annulled, he will be paid at one-eighth of the daily rate for the time held until relieved from duty.
	2 hrs	Rate of Svc	If no service is performed the Conductor will be allowed one-quarter of one day and will stand first out.
	Basic Day	Rate of Svc	<b>Performs service:</b> If Conductor performs service he will be allowed one day and stand last out.
<b>NP BLE Rule 69</b>	<b>After On duty</b>		
	Min of 2 hours	Rate of Svc	An engineer called for duty and later recalled will be paid for the time so held until released from duty on the basis of one-eighth of the daily rate per hour, but not less than one-quarter of one day, provided he registers at roundhouse or train register, and will retain his position on the board.
	Basic Day	Rate of Svc	<b>Performs Service:</b> Engineer will be allowed one day in case engine is taken from roundhouse track. Will be considered as having arrived at time he arrives at the roundhouse.
<b>SP &amp; S UTU Rule 58</b>	<b>After On duty</b>		
	4 hours	Rate of Svc	<b>Less than 4 hours.</b> When trainmen are called and report for service, they shall receive not less than 8 hours' pay unless such call is annulled before the expiration of four hours, in which event they shall receive four hours' pay and continue to stand first out.
	Basic Day	Rate of Svc	<b>Greater than 4 hours.</b> If such call is annulled after four hours, and before the expiration of eight hours, they shall receive eight hours pay and thereafter stand last out.
<b>SP &amp; S BLE Rule 28</b>	<b>After On duty</b>		
	1/2 basic day	Rate of Svc	Engineers called will, if train for which they are called is abandoned before the expiration of 4 hours in freight service, receive one-half day's pay and stand first out.
	Basic Day	Rate of Svc	If train is not abandoned before the expiration of 4 hours, engineers will receive one day's pay and stand last out.
<b>Interdivisional Runs UTU Denver - LaJunta Denver - Trinidad Section 22</b>	<b>After On duty</b>		
<b>22.1</b>	Basic day or actual time whichever is great	Rate of Svc	When a trainman assigned to this id service is called and released, after time of going on duty, but before road trip commences, the engineer will be paid a basic day or actual time whichever is great, and stand first-out for service after securing not less than (8) hours rest under the HOSL, subject to call after (6) hours and (30) minutes.
<b>22.2</b>	<b>Prior to On duty</b>		
	1/2 basic day	Rate of Svc	When an trainman is called and later notified that the call is cancelled before reporting for duty proper payment is 1/2 of a basic day at the pro rata rate for the service called and maintain standing on the board.
	<b>NOTE: If a crew is called and released, held time will not be broken. However, there will be no duplicate time payment for held time and time on</b>		
<b>BLE Denver -LaJunta, Trinidad LaJunta-Amarillo Section 22.</b>	<b>After On duty</b>		
<b>22.1</b>	Basic day or actual time whichever is great	Rate of Svc	When an engineer assigned to this id service is called and released, after time of going on duty, but before road trip commences, the engineer will be paid a basic day or actual time whichever is great, and stand first-out for service after securing not less than (8) hours rest under the HOSL, subject to call after (6) hours.
<b>22.2</b>	<b>Prior to On duty</b>		
	1/2 basic day	Rate of Svc	When an engineer is called and released before going on duty, he will be paid 1/2 of a basic day at the pro rata rate for the service called and maintain standing on the board.
	<b>NOTE: If an engineers is called and released, held time will not be broken. However, there will be no duplicate time payment for held time and</b>		

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Former Road	Amount	Rate	Special Actions
UTU Greybull - Casper	<b>After On duty</b>		
	Actual time with a minimum of 2 hours	Rate of Svc	CBQ Rules 64 (a) and (b) are modified to the extent that a conductor or trainman in this id district service who has been called and not used will be paid for actual time with a minimum of two hours at through freight rates and will stand first out.
Sheridan - Forsythe	Actual time with a minimum of 4 hours	Rate of Svc	<b>Performs Service:</b> If service is performed in an emergency situation will be allowed actual time with a minimum of four hours at through freight rate, and will stand first out.
	<b>After On duty</b>		
UTU Section 5 (d) Lincoln - KC	Informational amended Rule 64		
	When the trainmen of a long pool crew qualify for <b>any</b> payment under schedule rule 64, the crew will continue to stand <b>first</b> out, instead of last out.		
Omaha - KC; McCook-Denver	<b>Performs Service.</b> When the crew has performed some service or has been called and released under that rule and is returned to the first out position, they will not be called for service again until rested (except they may be called to deadhead to their home terminal before rested) and, in such event, they will be allowed not less than 100 miles for the call and release and is is recognized that other crew(s) may be called around them <b>without</b> penalty while resting.		
	<b>100 miles</b>		
UTU Sheridan - Forsythe	<b>After On duty</b>		
	Actual time with a minimum of 2 hours	Rate of Svc	CBQ Rules 64 (a) and (b) are modified to the extent that a conductor or trainman in this id district service who has been called and not used will be paid for actual time with a minimum of two hours at through freight rates and will stand first out.
Section 5	Actual time with a minimum of 4 hours	Rate of Svc	<b>Performs Service:</b> If service is performed in an emergency situation will be allowed actual time with a minimum of four hours at through freight rate, and will stand first out.
	<b>After On duty</b>		
BLE Lincoln - McCook McCook - Sterling Cheyenne - Casper	Informational amended Rule 33		
	When a long pool engineer qualifies for <b>any</b> payment under Schedule Rule 33(a), (b) and ( c ), they will continue to stand first out, instead of last out.		
Section 3 (d)	<b>Performs Service:</b> When he/she has performed some service or has been called and released under Rule 33 and is returned to the first-out position, and compensated in accordance with Rule 33, he/she will not be called for service again until he/she is rested (except he/she may be called to deadhead to his/she home terminal before rested) and it is recognized that other engineer(s) may be called around him/her without penalty which he/she is resting.		
	Refer to CB&Q BLE Rule 33		
<b>NOTE:</b> (1) The provision of this paragraph do not apply to individual extra engineers when the call and release occurs at their extra board terminal; but instead, such extra engineer will be handled and paid in accordance with the applicable schedule agreement rules. (2) It is understood that when an engineer has been called and released in a manner that did not interrupt his/her "rest" under the Hours of Service Act, then the engineer retains his position and is already rested (i.e., he did not require an additional 8 hours' rest before being subject to another call.)			
UTU - Lincoln - McCook; McCook - Sterling; Cheyenne - Casper; Gillette - Guernsey; Edgemont - Sheridan; Sterling - Ft Morgan	<b>After On duty</b>		
	Informational amended Rule 64	When the trainmen of a long pool crew qualify for <b>any</b> payment under schedule rule 64, the crew will continue to stand <b>first</b> out, instead of last out.	
<b>Performs Service.</b> When the crew has performed some service or has been called and released under that rule and is returned to the first out position an compensated in accordance with Rule 64, it is understood this crew will not be called for service again until rested (except they may be called to deadhead to their home terminal before rested) and, it is recognized that other crews may be called around them without penalty while resting.			<b>100 miles</b>