



BROTHERHOOD OF LOCOMOTIVE ENGINEERS & TRAINMAN

A Division of the Rail Conference - International Brotherhood of Teamsters
Union Pacific – Central Region General Committee of Adjustment
Saint Louis Hub

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St. Louis Hours of Service Relief

The St. Louis Hub Agreement which can be found on BLETSTLHUB.ORG website under the Resources tab > Engineers Agreement, explains who is to be called to preform Hours of Service Relief, if you are not used in line with the below you are entitled to basic days' pay for a violation of the St. Louis Hub, Likewise the person first out available on the proper board is entitled to a claim for "lost work":

RE04 – Article I Section A,2, b:

Engineers in this pool shall under normal conditions be confined to through freight service between St. Louis and Dexter and will not be inducted into other service off the Chester Sub which is not connected with pool freight service in that corridor. Hours of Service relief of trains operating St. Louis to Dexter may be protected by the extra board at Dexter if the train has reached Illmo or beyond. If the extra board is exhausted, an away-from-home engineer may be used and will thereafter either be deadheaded home or placed first out for service on his rest. Such trains which have not reached Illmo shall be protected on a straightaway move by a home terminal pool engineer at St. Louis. Hours of Service relief of trains in this pool operating from Dexter to St. Louis may be protected by the extra board at St. Louis if the train has reached Illmo or beyond; otherwise, a rested away-from-home terminal engineer at Dexter shall be used on a straightaway move to provide such relief.

RE01 – Article I Section A.2.1:

The engineers in this pool shall not be used to supplant through freight crews or otherwise handle through freight trains between St. Louis and Dexter; however, in the course of handling normal Pool 1 unassigned business, Pool 1 engineers may handle their trains as far south as Dexter. Engineers under such circumstances may either be tied up at Dexter for rest and later used for Pool 1 service or shall be deadheaded to the home terminal. It is understood such Pool 1 engineers may not be injected into the St. Louis-Dexter pool for work back to St. Louis in through freight service, except when there are no rested pool or extra engineers available at Dexter

RE06 – Article I Section A.4:

Hours of Service relief of trains in this pool operating from St. Louis to Jefferson City may be protected by the extra board at Jefferson City if the train has reached Hermann or beyond. If the extra board is exhausted, an away-from-home terminal engineer may be used and will thereafter either be deadheaded home or placed first out for service on their rest. Such trains which have not reached Hermann shall be protected on a straightaway move by a home terminal pool engineer at St. Louis, Hours of Service relief of trains in this pool operating from Jefferson City to St. Louis may be protected by the extra board at St. Louis if the train has reached Washington; otherwise, a rested away-from-home terminal engineer at Jefferson City shall be used on a straightaway move to provide such relief.

RE23 – Article I Section B.2:

Hours of Service relief of trains operating St. Louis to Bloomington may be protected by the extra board at Bloomington, if in existence, if the train has reached Ridgley or beyond. If no extra board exists, such relief may be provided by a rested away-from-home engineer at Bloomington, who will thereafter either be deadheaded home or placed first out for service on their rest. Such trains which have not reached Ridgley shall be protected on a straightaway move by a home terminal pool engineer at St. Louis. Hours of Service relief of trains operating Bloomington to St. Louis may be protected by the extra board at St. Louis if the train has reached Ridgley or beyond; otherwise, a rested away-from-home engineer at Bloomington shall be used on a straightaway move to provide such relief. If none rested and available, the St. Louis Zone 2 extra board may be used beyond Ridgley.

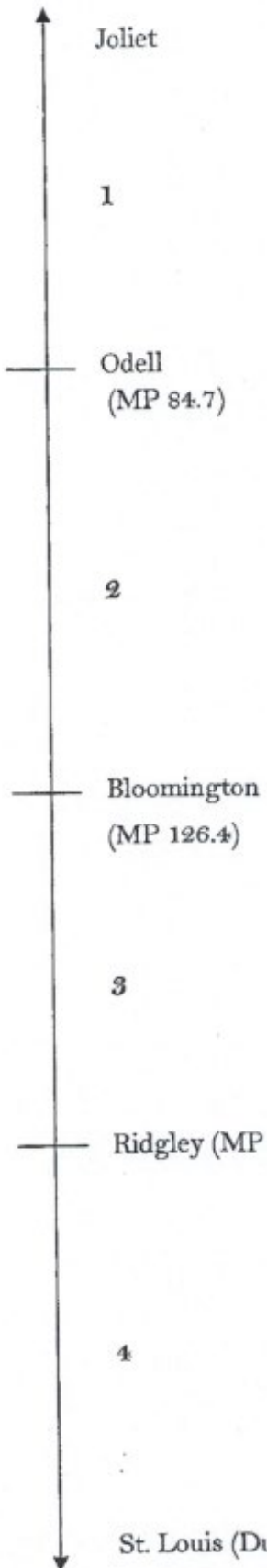
Hours of Service relief of trains operating St. Louis to S. Pekin may be protected by the extra board at S. Pekin, if in existence, if the train has reached Virden siding or beyond. If no extra board exists or it is exhausted, such relief may be provided by a rested away-from-home terminal engineer at S. Pekin, who will thereafter either be deadheaded home or placed first out for service on their rest. Such trains which have not reached Virden siding shall be protected on a straightaway move by a home terminal pool engineer at St. Louis. Hours of Service relief of trains operating S. Pekin to St. Louis may be protected by the extra board at St. Louis if the train has reached Virden siding or beyond; otherwise, a rested away-from-home engineer at S. Pekin shall be used on a straightaway move to provide such relief. If none rested and available, the St. Louis Zone 2 extra board may be used beyond Virden siding.

Hours of Service relief of trains operating St. Louis to Villa Grove may be protected by the extra board at Villa Grove, if in existence, if the train has reached Findlay Junction or beyond. If no extra board exists or it is exhausted, such relief may be provided by a rested away-from-home terminal engineer at Villa Grove, who will there after either be deadheaded home or placed first out for service on their rest. Such trains which have not reached Findlay Junction shall be protected on a straightaway move by a home terminal pool engineer at St. Louis. Hours of Service relief of trains operating Villa Grove to St. Louis may be protected by the extra board at St. Louis if the train has reached Findlay Junction or beyond; otherwise, a rested away-from home engineer at Villa Grove shall be used on a straightaway move to provide such relief. If none rested and available, the St. Louis Zone 2 extra board may be used beyond Findlay Junction.

RE24 – STL – JIT Agreement:

In the STL - JIT Agreement the HOS Relief is spelled out through a line chart shown below:

ATTACHMENT A (amended)



Hours of Service Relief and/or Turnaround Service between St. Louis and Joliet		
Segment	Northbound	Southbound
1	1) Bloomington XB 2) AFHT Pool Crew at Joliet 3) HT Pool Crew at St. Louis	1) Bloomington XB 2) AFHT Pool Crew at Joliet 3) HT Pool Crew at St. Louis
2	1) Bloomington XB 2) AFHT Pool Crew at Joliet 3) HT Pool Crew at St. Louis	1) Bloomington XB 2) AFHT Pool Crew at Joliet 3) HT Pool Crew at St. Louis
3	1) Bloomington XB 2) HT Pool Crew at St. Louis 3) AFHT Pool Crew at Joliet	1) Bloomington XB 2) AFHT Pool Crew at Joliet 3) HT Pool Crew at St. Louis
4	1) HT Pool Crew at St. Louis 2) Bloomington XB 3) AFHT Pool Crew at Joliet	1) St. Louis XB 2) HT Pool at St. Louis