



**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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**WAIT TIME**

The language below is to be used when you encounter a non-expeditious wait for transportation. This is intended for the pools that currently do not have specific language for wait time. This will be dependent on proper FRA documentation (example attached).

**Claiming (1) penalty day at current locomotive engineer rate account not provided transportation to final tie up location in an expeditious manner as provided in side letter #4 of the 1998 St Louis Hub Agreement. Engineer XXXXXX was called for duty at (XXXXX) for train XXXXXX with on duty time of XXXX hours. As documented in federal tie up records, engineer XXXXXXXX and crew handled train from on duty terminal (XXXXX) to (XXXXXX). Crew notified train dispatcher at XXXX, XXX hours in advance of expiration of hours of service. Crew was finally provided transportation to final tie up terminal at XXXX hours and arriving at final terminal at XXXX hours. Total time on duty XX hours and XX minutes.**

**STL HUB, Side Letter 4:**

This has reference to our negotiations covering the Merger Implementing Agreement entered this date between the Union Pacific Railroad Company, Southern Pacific Lines and the Brotherhood of Locomotive Engineers. During these negotiations, the Organization expressed concern that engineers who expire on the Hours of Service Law would not be transported in a timely manner to the destination terminal.

This will confirm the advice given to you, i.e., that when an engineer ties up on the Hours of Service before reaching the objective terminal, the Carrier will make every reasonable effort to relieve subject engineer and transport him to the tie up point, expeditiously. The Carrier recognized the interests of the railroad and its engineers are best served when a train reaches the final terminal within the hours of service. In the event this does not occur, the Carrier is committed to relieving that engineer and providing transportation as soon as practical. It is understood that this commitment contemplates transportation in the form of passenger vehicle, and engineers shall not be transported to the tie-up point after Hours of Service tie-ups by means of train except in case of emergency or extraordinary circumstances which make providing a vehicle impossible.

CREW	PREV	POS	OFF	TRAIN ID	LOCTN	MMDD/HHMM	LOCTN	MMDD/HHMM	LOCTN	MMDD/HHMM	M		
ENG	2818	MHOLW	09	LS372	0809	1308	TP090	0810	0430	TS316	0810	0542	N

**ACTIVITY REPORTING**

CREW	PREV	M	ACT	T	LOCTN	MMDD/HHMM	LOCTN	MMDD/HHMM	COMMENTS		
ENG	0000	OT			AX081	0810	0015	AX081	0810	0245	WAIT ON RELIEF CREW
ENG	0000	DH	X		AX081	0810	0245	TP090	0810	0430	LIMO TO TP090 FOR SHUTTLE
ENG	0000	DH	X		TP090	0810	0430	TS316	0810	0542	DH SHREVEPORT

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