

Aggregating Crews At AFHT ***[Using Partially Rested AFHT Crews]***

As per understanding reached in conference, it is agreed that the following will govern in connection with aggregating crews out of the away-from-home-terminal:

EXAMPLE 1:

(a) first out - has had 9 hours previous service - has 7 hours service time left.

(b) second out - has had 7 hours previous service - has 9 hours service time left.

(c) third out - has had 5 hours previous service - has 11 hours service time left.

In aggregating a crew out of the away-from-home-terminal without their rest, crew (c) with 11 hours service time left is used. If crew (c) who is aggregated makes the trip from time required to report until tied up in less than 6 hours, crews (a) and (b) will be entitled to runaround. If either or both crew (a) or (b) are rested before crew (c) departs from the awayfrom-home terminal the crew or crews so rested will be entitled to runaround. This example provides one hour margin under the circumstances would require crew (c) to make the trip in less than six hours before crews (a) and (b) would be entitled to runaround.

EXAMPLE 2:

If crew (c) who is aggregated, consumes six hours or more from time required to report until tied up, crew (a) is not entitled to runaround. If crew (c), who is aggregated consumes 8 hours or more, crews (a) or (b) are not entitled to runaround. It is further agreed that where there is a crew available who is fully rested, such crew may be called without regard to their standing on the crew board, but if such fully rested crew is used and they do not depart from the terminal before other available crew or crews become rested, such crew or crews will be entitled to runaround.

The above examples will apply to men in pool freight or unassigned service at awayfrom-home terminals.

In line with our understanding, all claims of record will be settled on the basis of the above, if necessary information is shown in the claim; otherwise, claims are to be withdrawn. This agreement shall become effective February 1, 1947, and will continue in effect until changed or cancelled, as provided for in the Railway Labor Act, as amended.

No Aggregating if Rested Crew Available

Under the provisions of the Memorandum Agreement above, effective February 1, 1947, Crew will not be aggregated when there is a fully rested crew available. [*Letter dated October 10, 1950*]

The examples above were made when there were 16 hours of HOS for TE&Y Employees.

Simply put. When you tie up at the AFHT take your total time on duty and subtract it from 12 hours. This will give you your total available time left for service. After this subtract 1 hour. If you are at the AFHT and a crew is used in aggregate around you from Salem or Villa Grove and they make their trip in less time than the amount of time you have left (minus 1hr) you are entitled to a runaround. Keep in mind that the time to look at is the On Duty time at the AFHT of the aggregating crew that makes the runaround, to the Tie Up time of that crew at the Home terminal.

Example:

You take QNLCH from Salem to Villa Grove. Your On Duty time is 1500hrs. You Tie Up at Villa Grove at 1900hrs. You have consumed 4 hours of On Duty time and still have 8hrs of service left. Later that evening a Crew is deadheaded from Salem to Villa Grove for ADESPJ. They Tie Up, and are put back On Duty for 2200hrs. They make their trip and Tie Up at Salem at 0400hrs. They consume 6hrs of On Duty time. You have 8hrs of OD time left, and after subtracting 1hr per this agreement this gives a window of 7hrs that if the aggregate crews ties up in, entitles you to a runaround. The crew used in aggregate made the trip in 6hrs (less than 7hrs). You are entitled to a runaround.

At anytime you are at the AFHT and a crew is used in aggregate and departs after your legal rest time you are entitled to a runaround.

Example:

You are rested at ZB145 at 1000hrs. A crew is deadheaded out of Salem at 0600hrs. The crew deadheaded out of Salem ties up and is put back On Duty at 0830hrs at Villa Grove on MPRPB. The crew performs work and does not depart until 1030hrs at Villa Grove. You are entitled to a runaround.

What you need to Claim:

1. Job history – showing your call and tie up time along with the crew that was aggregated times. Note Job History will show departure time if you make a detailed inquiry on the tieup event.
2. Detailed trainslip- showing FRA certification.
3. BU- of the train aggregated showing its departure time.
4. Copy of aggregated crew's timeslip if possible.

1. How to Claim:

Claim 65 mile runaround per Feb 1st 1947 MPUL Memorandum Agreement regarding Aggregating Crews out of the Away From Home Terminal. I was called on (train-xx) at (circ-7/date/time) and tied up at (circ-7/date/time). After allowing the 1hr margin pertaining to this agreement I had (HH:MM) of HOS time remaining. (Crew ID/Employee) was aggregated behind my turn on train (train/circ-7/ on duty time) and completed their trip at (circ-7/date/time) resulting in a total time on duty of (MM:MM). This trip was completed in less time than the remaining HOS time that I possessed, therefore entitling myself to a runaround per this agreement.

2. How to Claim (Departure after rest time):

Claim 65 mile runaround per Feb 1st 1947 MPUL memorandum Agreement regarding Aggregating Crews out of the Away From Home Terminal. I was called on (train-xx) at (circ-7/date/time) and tied up at (circ-7/date/time) making myself available for service at (circ-7/date/time). (Crew ID/Employee) was aggregated behind my turn on (train/circ-7/on duty time) and departed the initial terminal at (date/time). This date and time was after my rest time of (date/time) entitling myself to a runaround per this agreement.

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