

BULLETIN INFORMATION



DATE:	September 4, 2020	TYPE:	Information	NUMBER:	009-19 REV. 2
SUBJECT:	Tie Up Scenarios Involving Over 10 Hours REISSUE				

DETAILS

Attention: T&E Employees

In an effort to reduce tie up issues involving the Notice Given field when tying up, if you are experiencing issues with entering the appropriate flag in the NG field of the tie up screen, please ensure that you contact the on duty CMC Supervisor for assistance/guidance.

Scenario #1

If arrival time is greater than 10hrs from on-duty time, an \$80 NR payment will automatically be generated.

ORDER TIME :	0030 04	0030 04	JOB TYPE :	04	04
CONTROL/DH :	0145 04		CRAFT CODE :	EN	EN
DEPRT OMTS :	0445 04	0445 04	WRKG UNITS :	03	03
WORK BEGAN :			HP INDIC :	Y	Y
RELVD RESP :			TRAIN LGTH :	06392	06392
HELD OUT :			RUN LONG 1 :	000	000
ARRVL OMTS :	1033 04		RUN LONG 2 :	000	000
OFF DUTY :	1050 04	1050 04	COND / RQBK :	Y /	Y /
WORK-TRAIN :	0000	0000	OT? / TU CD :	/	/
PREP TIME :	00 0	00 0	ROUTE CODE :		
FINAL INSP :	N 00 0	N 00 0	VIA CODES :		
INITL TIME :	0000 000	0000 000	RUN MILES :	165	165
FINAL TIME :	0000 000	0000 000	ACT MLS RUN :	165	165
OVERTIME :	0000 000	0000 000	CONST MILES :	000	000
			TOTAL MILES :	0184	0250

Scenario #2

If off duty time is greater than 10hrs from order time, but the arrival time is under 10hrs, no payment will be generated.

Not entitled to \$80 in this instance.

ORGN STN: 07330	FINAL STN: 08200	INT STN:		
SYSTEM	EMP	SUPV	FIXED	SYSTEM EMP SUPV
ORDER TIME: 1900 29	1900 29	—	JOB TYPE : 04	04
CONTROL/DH:			CRAFT CODE : EN	EN
DEPRT OMTS: 2002 29	2002 29		WRKG UNITS : 03	03
WORK BEGAN:			HP INDIC : Y	Y
RELVD RESP:			TRAIN LGTH: 10135	10135
HELD OUT :			RUN LONG 1 : 000	000
ARRVL OMTS: 0450 30	0450 30		RUN LONG 2 : 000	000
OFF DUTY : 0520 30	0520 30		COND / RQBK: Y /	Y /
WORK-TRAIN: 0000	0000		OT? / TU CD: /	/
PREP TIME : 00 0	00 0		ROUTE CODE :	
FINAL INSP: N 00 0	N 00 0		VIA CODES :	
INITL TIME: 0000 000	0000 000		RUN MILES : 200	200
FINAL TIME: 0000 000	0000 000		ACT MLS RUN: 200	200
OVERTIME : 0000 000	0000 000		CONST MILES: 000	000
			TOTAL MILES: 0200	0233

Scenario #3

If arrival time has to be adjusted to reflect the correct time, comments **MUST** be entered as to why the change was made.

If no comments are included, the claim will be declined.

ORGN STN: 04995	FINAL STN: 06300	INT STN:		
SYSTEM	EMP	SUPV	FIXED	SYSTEM EMP SUPV
ORDER TIME: 1410 04	1410 04	—	JOB TYPE : 04	04
CONTROL/DH:			CRAFT CODE : EN	EN
DEPRT OMTS: 1656 04	1650 04		WRKG UNITS : 02	02
WORK BEGAN:			HP INDIC : Y	Y
RELVD RESP:			TRAIN LGTH: 06259	06259
HELD OUT :			RUN LONG 1 : 000	000
ARRVL OMTS: 2338 04	0012 05		RUN LONG 2 : 000	000
OFF DUTY : 0105 05	0105 05		COND / RQBK: Y /	Y /
WORK-TRAIN: 0000	0000		OT? / TU CD: /	/
PREP TIME : 00 0	00 0		ROUTE CODE :	
FINAL INSP: N 00 0	N 00 0		VIA CODES :	
INITL TIME: 0000 000	0000 000		RUN MILES : 207	207
FINAL TIME: 0000 000	0000 000		ACT MLS RUN: 207	207
OVERTIME : 0000 000	0000 000		CONST MILES: 000	000
			TOTAL MILES: 0207	0207

Scenario #4

If employee gives proper notice of rest, and has not departed the relief point (INT STN) to facilitate being in and off within 10 hours based on the transit times designated, will be entitled to \$80 penalty payment (auto-generated).

Example:

- employees called in straightaway service from terminal A to Z and properly provides notice of rest
- the employees are relieved at station T and the normal transit time from station T to terminal Z by taxi is 1 hour and 30 minutes
- if the employees are not in the taxi by 8 hours and 30 minutes into their tour of duty and have not arrived at the objective terminal within the 10 hours, based on the transit times outlined above, they will be entitled to the \$80.00 penalty payment

IMPORTANT TO NOTE :

Employees MUST input the time that they enter the taxi as the relieved responsibility start time in order to go into non-fixed service.

It has been observed that some crews are tying up at the objective terminal with no relieved time, while also generating 80\$ pay by entering an arrival time - which is incorrect.

ORGN STN:	09500	FINAL STN:	08200	INT STN:	08222			
	SYSTEM	EMP	SUPV	NON-FIXED	SYSTEM	EMP	SUPV	
ORDER TIME:	0530	31	0530	31	JOB TYPE :	04	04	
CONTROL/DH:	0545	31			CRAFT CODE :	EN	EN	
DEPRT OMTS:			0908	31	WRKG UNITS :		04	
WORK BEGAN:					HP INDIC :		Y	
RELVD RESP:			1422	31	TRAIN LGTH:		10506	
HELD OUT :					RUN LONG 1 :	000	000	
ARRVL OMTS:					RUN LONG 2 :	000	000	
OFF DUTY :	1530	31	1545	31	COND / RQBK:	Y /	Y /	/
WORK-TRAIN:	0000		0000		OT? / TU CD:	/	/	/
PREP TIME :	00	0	00	0	ROUTE CODE :			
FINAL INSP:	N	00	N	00	VIA CODES :			
INITL TIME:	0000	000	0338	045	RUN MILES :	166	001	
FINAL TIME:	0000	000	0000	000	ACT MLS RUN:	166	045	
OVERTIME :	0000	000	0000	000	CONST MILES:	000	038	
					TOTAL MILES:	0166	0184	

Scenario #5

*Per Article 12.14 (West CTY) Article 12.13 (East CTY) – For Expanded Crew Change Locations

In order to be paid the fixed rate employees will have to enter the time you got into the cab as the arrival time. If it is under ten hours, and subsequently you go over ten hours, you will have to enter an IP claim with comments saying where and when you were relieved. The auditor will then investigate, and calculate the transit time to see if you qualify for \$80 payment.

```
ORGN STN: 09500 FINAL STN: 09533 INT STN:
SYSTEM EMP SUPV FIXED SYSTEM EMP SUPV
ORDER TIME: 0100 26 0100 26 - JOB TYPE : 04 04
CONTROL/DH: CRAFT CODE : EN EN
DEPRT OMTS: 0115 26 WRKG UNITS : 01
WORK BEGAN: HP INDIC : N
RELVD RESP: TRAIN LGTH: 00001
HELD OUT : RUN LONG 1 : 000 000
ARRVL OMTS: 1045 26 RUN LONG 2 : 000 000
OFF DUTY : 1115 26 1115 26 COND / RQBK: Y / Y /
WORK-TRAIN: 0000 0000 OT? / TU CD: / /
PREP TIME : 00 0 00 0 ROUTE CODE :
FINAL INSP: N 00 0 N 00 0 VIA CODES :
INITL TIME: 0000 000 0000 000 RUN MILES : 148 148
FINAL TIME: 0000 000 0000 000 ACT MLS RUN: 148 148
OVERTIME : 0000 000 0000 000 CONST MILES: 000 000
TOTAL MILES: 0148 0148
```

EMPLOYEE REMARKS

IP = \$80 NOT GENERATED ACCT RAN SHORT. RELIEVED AT GREELY AT 1045. TRANSIT TIME IS 30 MINUTES.

Scenario #6

Run Long – For Expanded Crew Change Locations

If running long and required to operate your engine return to the objective terminal, time will apply at the arrival of OMTS 2 upon return from the Turn point If running long and taxed (deadhead) back to the objective terminal, time will apply upon arrival at the tie up location at the objective terminal.

```
ORDER: 180101 0240 DOMTS: 180101 0346 AOMTS: 180101 1118 OFFD: 180101 1255
WK BEGN: RELVD:
SYSTEM EMP SUPV
RUN LONG 1 (START) RUN LONG 1 MILES+TIME: 000 MILES
OMTS2 DEPT: 0000 00 0000 00 TIME ONLY: 000 MILES
RUN MILES : 00 00
ARR TURN : 0000 00 0000 00
DEPT TURN : 0000 00 0000 00
RUN MILES : 00 00
OMTS2 ARR : 0000 00 0000 00
RUN LONG 2 (RETURN) RUN LONG 2 MILES+TIME: 018 MILES
OMTS2 DEPT: 1130 01 1130 01 TIME ONLY: 018 MILES
RUN MILES : 03 03
ARR TURN : 1142 01 1142 01 PAID: 018 MILES
DEPT TURN : 1229 01 1229 01
RUN MILES : 03 03
OMTS2 ARR : 1245 01 1245 01
TAXI ARR :
```

Scenario #7

CALLED IN STRAIGHT-AWAY SERVICE FROM THE HOME TERMINAL, RELIEVED EN ROUTE, AND DEADHEADED BACK TO THE HOME TERMINAL

HOW TO TIE IT UP:

Change the FINAL destination station to 55555. This will remove you from fixed service.

Order Time – Time you were ordered.

DOMTS – Time you departed home terminal.

AOMTS – Time you arrived at turning point.

Off Duty – Time you departed turning point in taxi.

```
ORGN STN: 07700 FINAL STN: 55555 INT STN:
SYSTEM EMP SUPV NON-FIXED SYSTEM EMP SUPV
ORDER TIME: 1600 02 1600 02 JOB TYPE : 04 04
CONTROL/DH: CRAFT CODE : EN EN
DEPRT OMTS: 1748 02 1748 02 WRKG UNITS : 02 02
WORK BEGAN: HP INDIC : Y Y
RELVD RESP: TRAIN LGTH: 02484 02484
HELD OUT : RUN LONG 1 : 000 000
ARRVL OMTS: 2320 02 2320 02 RUN LONG 2 : 000 000
OFF DUTY : 2320 02 2320 02 COND / RQBK: Y / Y /
WORK-TRAIN: 0000 0000 OT? / TU CD: / /
PREP TIME : 00 0 00 0 ROUTE CODE :
FINAL INSP: N 00 0 N 00 0 VIA CODES :
INITL TIME: 0000 000 0148 022 RUN MILES : 000 001
FINAL TIME: 0000 000 0000 000 ACT MLS RUN: 000 069
OVERTIME : 0000 000 0000 000 CONST MILES: 100 031
TOTAL MILES: 0100 0122
```

Contact the Crew Dispatcher after you tie up, and ask them to call you on a DH home from 55555 using your off duty time at the turning point for the order time. Once you tie that up you will have two straight-away trips.

```
ORGN STN: 55555 FINAL STN: 07700 INT STN:
SYSTEM EMP SUPV NON-FIXED SYSTEM EMP SUPV
ORDER TIME: 2320 02 2320 02 JOB TYPE : 99 99
CONTROL/DH: CRAFT CODE : EN EN
DEPRT OMTS: 2320 02 WRKG UNITS :
WORK BEGAN: HP INDIC : N
RELVD RESP: TRAIN LGTH:
HELD OUT : RUN LONG 1 : 000 000
ARRVL OMTS: 0040 03 0040 03 RUN LONG 2 : 000 000
OFF DUTY : 0040 03 0040 03 COND / RQBK: Y / Y /
WORK-TRAIN: 0000 0000 OT? / TU CD: / /
PREP TIME : 00 0 00 0 ROUTE CODE : DH DH
FINAL INSP: N 00 0 N 00 0 VIA CODES :
INITL TIME: 0000 000 0000 000 RUN MILES : 100 100
FINAL TIME: 0000 000 0000 000 ACT MLS RUN: 100 100
OVERTIME : 0000 000 0000 000 CONST MILES: 000 000
TOTAL MILES: 0100 0100
```

NOTE: You cannot enter 55555 in the INT STN to determine eligibility for an \$80 NG payment. If you think you are entitled, enter an IP claim for one mile on the working ticket, and in the comments, advise if you gave notice, where you were relieved, and what time you departed in taxi. This will route to the auditor who will verify, and pay if applicable.

Kathrina Marcelo
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