

H.O.S. information sheet

This page is for information only. If you believe you have a violation to report or have questions, please contact your representative.

Q. I was called for train 242 (Key/Alert) at 0600 from Glenwood to St. Paul. I arrived at St. Paul at 1600 and was told I would have to wait at Dunn until there was room to yard my train. I notified the YM of HOS and was told they will get back to me. At 1730 I was notified that a crew was going to come relieve us after making a move. Again, the YM/TM was notified of HOS. Once at 1800 I again notified the YM/TM that we are dead on HOS. Was told will have to remain on train until recrew comes out. Recrew arrived at 1900 and we got ride to depot. Would this be an HOS violation?

A. Yes, this would be a HOS violation due to train being (Key/Alert) in HTUA which requires the train to be attended. It would also be a violation since a ride and crew were both available before HOS.

HOS Manual app:

Activities After 12 Hours of Time on Duty or the 24-Hour point In a Duty Tour.

Waiting for and in deadhead transportation from duty to a point of final release is the ONLY allowable railroad-required activity after an employee has 12 hours of time in a duty tour.

- A train crew is not waiting for deadhead transportation when:

Transportation has not been ordered for the crew, and transportation is available but the crew is required to remain with the train. In these circumstances, the crew is considered to be monitoring the train (which is comingled service), not waiting for deadhead transportation, and this will count as time on duty.

Below you will find the link to download the HOS manual app. If you go over 12 hrs or believe you have an FRA violation. Please send all detailed information to your local Legislative Representative (delay report, statement, supervisor ordering violation, etc.)

GOOGLE

APPLE

