

ARTICLE 17 - REST AND SICKNESS

Section A - Registering For Rest At Terminals

Art. 17
Sec. N Bkm
M/A eff.
1/1/65 Bkm
Art. 29
Sec. C Cdr
Revised

(1) When Conductors or Brakemen feel that they require rest or are physically exhausted, they will so advise the Caller or proper Carrier Officer and will register the number of hours required for rest, to a maximum of 10 hours. If more than 10 hours are desired, the Conductor or Brakeman must lay off in the usual manner.

Interpretation:

Rest, as contemplated by this Article 17, shall be computed from the time the employe registers off duty, or if deadheaded into the terminal, at the time that the deadheading ceased.

(2) This Section A is applicable only at terminals that are recognized as district home or away-from-home terminals and, so far as regularly assigned service is concerned, at the designated tie-up points (terminals) of the particular assignment. Specifically, it does not apply when tied up between terminals or when tied up under the law.

(3) If the registering for rest causes a Conductor or Brakeman to miss his assignment, that Conductor or Brakeman is not entitled to any time claim or allowance. The Carrier is not obligated to delay the assignment to accommodate the request for rest.

Section B - Resting At Home Terminals

(1) If any member of a pool crew (who worked on the crew on its last previous service or deadhead) registers for rest at the home terminal under the foregoing provisions, the pool crew will hold its position on the pool board. Other rested and available pool crews may be used around them; and, if none, a "bum or made-up" crew will be used. There is to be no payment for a "runaround" in these circumstances.

(2) Extra Conductors and Brakemen may, at the Extra Board terminal, register for a maximum of 10 hours' rest and hold their positions on the Extra Board. If necessary, other rested and available extra or furloughed employes will be used around them during the requested rest period; but, if none, the employe requesting rest will

New

(Article 17, Section B Cont'd)

Ditto

be used if he has had at least 8 hours' rest. There is to be no payment for a "runaround" in these circumstances.

Section C - Sick Or Resting At Away-From-Home Terminal

Art. 31
Sec. B Bkm
Art. 30 Cdr
Modified

When a Conductor or Brakeman is compelled to rest or lay off account sickness at an away-from-home terminal (i. e., at other than his normal lay-off point) and his assignment is operated without him, he will deadhead to his home terminal (or normal lay-off point) without expense to the Carrier, and a Conductor or Brakeman for his relief will also deadhead to his terminal without expense to the Carrier.

Example 1:

A Conductor or Brakeman arrives at the away-from-home terminal and ties up for rest, or lays off account sickness.

A Conductor or Brakeman deadheading for his relief from the home terminal of that seniority district will not be entitled to deadhead pay. Neither will the employe who tied up for rest, or laid off sick, be entitled to deadhead pay back to his home terminal.

Example 2:

A Conductor or Brakeman ties up for rest, or lays off sick, at his away-from-home terminal, and a Conductor or Brakeman is used off of another seniority district to fill his vacancy.

Such Conductor or Brakeman will be entitled to deadhead pay back to his home terminal, solely because the parties intended this application.