

ARTICLE 19 - EXTRA BOARDS

Section A - Regulation

M/A eff.
12/1/75 Cdr
Art. 36
Sec. G Cdr
Art. 25
Sec. E Bkm
Modified

(1) Where there is sufficient work to justify it, Conductors' and/or Brakemen's Extra Boards shall be maintained, but they shall not consist of more employees than can earn a reasonable compensation. What constitutes "reasonable compensation," as used herein, will be defined locally by mutual agreement between the proper local Carrier Officer and proper Local Chairman.

(2) Extra Boards will be regulated by agreement between proper local Carrier Officer and proper Local Chairman, and no additions or reductions will be made other than by agreement between the parties here mentioned. This will not, however, serve to preclude the General Chairman and the Director of Labor Relations from handling such matters should it become necessary.

M/A eff.
12/1/75
Art. 36
Sec. G Cdr
Modified

(3) Where there is a mutual agreement between the proper local Carrier Officer and the proper Local Chairman which results in an adjustment of an Extra Board in accordance with these provisions, the employee(s) affected by the extra board adjustment will be or will not be allowed deadhead pay in accordance with the provisions of Article 22.

(4) At points where there is a Conductors' Extra Board maintained, the Callers' office will keep a list of promoted Conductors who are working as Brakemen (or Yardmen), who have signified (in writing) their desire to be assigned to the Conductors' Extra Board. When the Conductors' Extra Board is increased, the senior Conductor on that list will be assigned to the Conductors' Extra Board. If there are none on that list, the junior Conductor on the seniority district who is working as a Brakeman will be assigned to the Extra Board. Section B (11) of this Article provides that the newly assigned Extra Conductor will be marked up at the bottom of the Extra Board as of the time he reports for mark-up on the board.

(5) When the Brakemen's Extra Board is increased, furloughed employees will be recalled to the Extra Board and marked up thereon as soon as they report. At points where Brakemen and Yardmen hold joint seniority rights in accordance with Article 24, Section F of this Agreement, a bulletin will then be posted (on the same day the Extra Board is increased) giving Yardmen the opportunity to exercise their Brakemen's seniority. This bulletin will be in accordance with the provisions of Article 14 of this Agreement. The senior employee making proper application will be assigned.

(Article 19, Section A Cont'd)

M/A signed
4/14/77
Art. 36
Sec. G Cdr
Modified

(6) An assigned Brakeman may, if he desires, give up his regular assignment and revert to the Brakemen's Extra Board (or an assigned Conductor may give up his regular assignment to revert to the Conductors' Extra Board) under the provisions of Article 13, Section D of this Agreement if there is a junior employee assigned to the Extra Board.

(7) When an employee, in the exercise of his seniority, places himself on the Conductors' or Brakemen's Extra Board, no one should be automatically cut off; but, if the Local Chairman and the proper local Carrier Officer later decide that there are too many employees on the Extra Board, the Extra Board will be reduced by removing the agreed number of junior employees then on the board.

Section B - Order Of Call And Mark-Up

M/A eff.
12/1/75
Art. 36
Sec. G Cdr
Modified

(1) Employees assigned to the Extra Board shall work first-in/first-out except when not rested or when otherwise provided in this Agreement. They will return to and be marked up on the Extra Board each time they are tied up at the Extra Board point. An Extra Board employee who protects a vacancy on an assignment in regularly assigned service (i.e., local, road switcher, mine switcher or work train) commencing at the Extra Board point, will protect the vacancy until it returns to and ties up at the Extra Board point, even if the rest day or layover point is an outlying point. An Extra Board employee who is called for a vacancy on an outlying assignment (i.e., an assignment that does not tie up at the Extra Board point) will hold it until the layover day and, after completion of work on the day preceding the layover day, will return to and mark up on the Extra Board: If the vacancy continues after the rest day, the first-out Extra Board employee will be called in accordance with applicable rules and will protect the vacancy until the vacancy ends or until the next rest day, etc. If the vacancy is on an outlying 7-day assignment, the Extra Board employee will remain on the vacancy until completing the tour of duty on Sunday, at which time he will return to the Extra Board (and if the vacancy continues, it will be protected as indicated in the preceding sentence).

New

(2)(a) When an Extra Board employee misses a call, lays off on a call, or lays off with a vacancy existing on an assignment that he would work, he will not be permitted to mark up on the Extra Board until the employee who has accepted the call has completed the vacancy, has returned and marked up on the Extra Board and has secured 8 hours' rest.

(Article 19, Section B Cont'd)

New

(b) If the situation contemplated by Paragraph (2) (a), above, involves a vacancy on an assignment that does not tie up at the Extra Board terminal and the vacancy continues to exist, the extra employee who laid off, etc., may report for the vacancy, relieving the employee who protected the vacancy in his place after the latter has worked at least 2 tours of duty ("tour of duty" as used here, does not include any deadheading he may have performed). Neither of the 2 employees will be allowed pay for the deadheading that is involved in this exchange.

Art. 31 Bkm

Art. 34 Cdr

(3) In ordering extra employees to deadhead to distant points (i.e., to other than the Extra Board point), the first-out employee on the board at the time needed will be sent, and if other employees are later required to take the vacancy because of "layover day rotation" (under the provisions of Paragraph (1)), they will deadhead there and back at their own expense. The intention is that the Carrier will only be required to pay one employee each way for this class of service (i.e., one paid trip for the first employee going out to the vacancy and one paid trip for the last employee returning from the vacancy).

M/U signed

3/3/59 Bkm

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(4) Extra Conductors or Brakemen who are a part of a crew, or Extra Board employees deadheading as individuals into Extra Board terminals, must have arrived and registered on the hours of service book at the terminal before being marked up on the Extra Board.

New

(5) When 2 Extra Board employees are to be called at the Extra Board terminal, one to work and one to deadhead on the same train, the first-out extra employee will be called to deadhead and the second-out employee will be called to work. This applies whether the deadheading is terminal-to-terminal or to an intermediate point. The same principle shall apply if 2 extra employees are to deadhead and one extra employee is to work on the same train (i.e., the first-out and second-out extra employees will deadhead and the third-out extra employee will be called to work). The same principle shall apply if additional extra employees are to be called to deadhead or work on the same train.

New

(6) If 2 Extra Board employees are to be called to deadhead on the same conveyance (i.e., train, automobile or bus) at the same time to protect vacancies at the same outlying point, the first-out employee will be called at the outlying point to protect the vacancy that has an on-duty time nearest to (after) their arrival time at the point of the vacancy. The second-out employee will then protect the vacancy that has the later on-duty time.

(Article 19, Section B Cont'd)

New

(7) When the first-out extra employe is not rested (under the provisions of the Hours of Service Act) at the Extra Board terminal at the time he stands to be called for service or for deadheading, he will be bypassed by using other extra employes who are rested or by filling the vacancy in accordance with Section C of this Article, and he will have no claim account thereof.

M/U eff.
6/16/61 Bkm N/P
Revised

(8) When an extra employe is filling a vacancy at an outlying point and the assignment is not worked on a day or days of its bulletin assignment, the extra employe will either be released and returned to the Extra Board point or be paid a minimum day's pay for each calendar day held (and not worked) at that outlying point.

(9) When 2 or more extra employes work into the Extra Board terminal in road service, they will be marked up on the board (in relation to each other) in the order of their arrival at the terminal (without regard to terminal delay); provided, however, if they (or either of them) are in work train service and perform some work train service after arriving at the terminal, their (or his) off-duty time shall govern the order of mark-up on the board. "Arrival at the terminal," as used here, means the time they arrive at the "point fixed" for final terminal delay purposes, unless some other point is agreed upon locally.

(10) Extra employes deadheading (with or without pay) into a terminal will be marked up at, and on the basis of, the time that the deadheading ceases (i. e., if by train and there is an extra employe on the working crew, the deadheading extra employe will be marked ahead of the working extra employe; if by automobile, when the automobile stops at the register point; and if by intercity bus, at the time the bus stops at the depot or point where they debark), except as otherwise specified in this Agreement.

(11) Except as provided in Paragraph (12) below, extra employes reporting for initial duty on the Extra Board after being displaced from a regular or temporary assignment (including employes who are reporting under the provisions of Article 13, Section D), or after being recalled from furlough, shall be marked up as of the time they report themselves available for call from the board. Extra employes who are reporting for duty after having laid off, being on vacation, missing call or being held off, will be marked up in the same manner except where otherwise provided by agreement.

(Article 19, Section B Cont'd)

Ditto

(12) If the mark-up time of 2 or more extra employees (under the above provisions) occurs simultaneously and the foregoing provisions do not resolve the order of mark-up, they shall be marked up in the order in which they were last called from the Extra Board. However, in such a situation, an employee who is initially reporting for (i. e., marking up on) the board, or who is returning after laying off or being unavailable for service for other reasons (such as missing call, being held off or being on vacation), shall be marked behind an Extra Board employee who is completing or returning from extra service.

Section C - Filling Vacancies When Brakemen's Extra Board Is Exhausted

L/U eff.
12/1/56 Bkm N/P
M/A eff.
12/24/76 Bkm
L of Instructions
JJR 12/13/77
To Callers
Revised

When the Brakemen's Extra Board is exhausted, vacancies will be filled in the following order, except as otherwise specified in this Agreement:

(1) Use the senior, rested, furloughed Brakeman who has made written request to protect emergency work.

If none -

(2) Move up and use the junior available Brakeman on the next-out pool crew following the vacancy. If unable to contact junior Brakeman, or if more than one vacancy exists, then call the other Brakeman on that same next-out pool crew following the vacancy. Then follow same procedure for all succeeding pool crews.

If none -

(3) Call in reverse seniority order (junior employee first) Brakemen in regular assigned service who are available at the home terminal.

If none -

(4) Call the first-out, rested, Extra Board Yardman and then follow the calling order for calling Yardmen when the Yardmen's Extra Board

(Article 19, Section C Cont'd)

is exhausted as provided for in Article 24, Section F of this Agreement.

Section D - Extra Employees Called And Not Used

Art. 17
Sec. C Bkm
Art. 26
Sec. C Cdr
and Claim
Settlements
Modified

(1) An employee who is called for service or deadheading, reports and then is released (without performing any service or deadheading), will be allowed a day's pay (at the minimum rate applicable to the service or deadheading for which he was called) and be marked up behind the extra employees on the Extra Board.

Award No. 198
S.B.A. No. 574

(2) Carrier is not liable for this "called and not used" penalty in situations where the call is simply changed from service to deadhead, or vice versa.

Art. 17
Sec. C Bkm
Art. 26
Sec. C Cdr
& Clm Settlements

(3) When an employee is called but is later notified before he leaves his residence or lodging place that the call is canceled, no payment will be made.