

ARTICLE 36 - CABOOSES

Section A - Assigned Cabooses

Art. 24
Sec. C Bkm
Art. 45
Sec. E Cdr
Revised

(1)(a) Crews assigned in local, work train, mine or road switcher service (and in pool or unassigned service on territories where cabooses are not pooled) shall have an assigned caboose. Assigned cabooses shall not be taken from crews except when it is necessary that they be repaired or when a different caboose is being permanently assigned to the crew.

Awd. #180
P.L.B. #717

(b) Two or more crews may be assigned the same caboose so long as that caboose is ready and available for each crew when they begin duty.

Awd. #49
S.B.A. #574
Awd. #175
P.L.B. #717

(c) When an assigned crew is deprived of their caboose for any other reason, the Conductor and Rear Brakeman will be entitled to an additional day's pay.

M/A signed
1/14/57 Cdr
Art. 24
Sec. C Bkm
Revised

(2)(a) Assigned crews in local, mine and road switcher service will be given an arbitrary allowance of \$1.00 for each member for each night the crew is tied up away from the home terminal of the assignment.

(b) At points where assigned crews are paid for terminal switching under the provisions of Article 31, Section A, the arbitrary allowance referred to in Paragraph (a) hereof will not apply.

Section B - Pooled Cabooses

App. Item 41 Cdr
Revised
M/A signed
4/6/53 Bkm

(1) Cabooses for crews in pool or unassigned service may be pooled instead of being assigned to individual crews.

(2) When cabooses are pooled in accordance with Paragraph (1) of this Section, full length lockers will be furnished for each employe at each through freight terminal on the territory where cabooses are pooled. At through freight terminals that are not home terminals for employes, the Carrier will furnish wash, toilet and shower bath facilities. These facilities will be kept in a clean and sanitary condition. The employe will cooperate in keeping facilities clean.

(Article 36, Section B Cont'd)

App. Item 41 Cdr
Revised
M/A signed
4/6/53 Bkm

(3) Employees using such pooled cabooses will receive \$1.00 for each round trip that they are tied up at an away-from-home terminal, except that employees in unassigned work train service will be paid \$1.00 for each night spent away from their home terminal.

(4) Employees using such pooled cabooses will not be required to walk more than one-half mile from the caboose on their inbound train to their off-duty point. If when they relinquish it their caboose is more than one-half mile from their off-duty point, they will be furnished transportation by the Carrier.

(5) Pooled cabooses need not be furnished on troop trains or trains of empty passenger equipment going to and returning from troop movements.

Section C - Equipment

Art. 24
Sec. D Bkm
Art. 45
Sec. F Cdr
Revised

(1) All cabooses, both assigned and pooled, shall be substantial and comfortable, and of the cupola-platform type, however, the General Chairman and the Director of Labor Relations may agree on a different type of caboose. They will be equipped with an operative heating stove and fuel, wash basin (with supply of wash water), flush-type toilet, sanitary water cooler and drinking cups, suitable desk and lamp, sufficient cushions to cover seats, lockers for clothing and equipment, and shall be kept supplied with necessary equipment and supplies, when properly ordered by the Conductor. These supplies will be placed on the caboose by someone other than the Conductor and Brakemen except as provided for in Paragraph (4) of this Section C.

(2) Pooled cabooses will be supplied with stationery and electric lights. They will be kept clean and periodically the floors will be scrubbed and windows washed. Employees will cooperate in keeping cabooses clean. The incoming Conductor must order needed supplies or equipment and report any defect in the caboose that needs correction.

(Article 36, Section C Cont'd)

M/A signed
7/14/70 Cdr
M/A signed
7/8/70

Art. 24
Sec. D Bkm
Revised

Art. 45
Sec. F Cdr

Awd. #177
P.L.B. #717

(3) The "flow through" drinking water cooler constitutes a satisfactory dispenser insofar as the requirement of existing agreement rules and understandings. Ozarka water or comparable bottled water in disposable container and ice will be furnished.

(4) Brakemen in assigned service (local, road or mine switcher and work train) may be required to supply their cabooses with fuel, ice, water and drinking cups at any point except at district terminals where yard crews are employed.

Note: It is understood that ice, fuel, water and drinking cups for cabooses shall be kept at convenient places and made readily available. If dispute shall arise as to "convenient place" same shall be agreed upon by the Carrier and Local Committee.

(5)(a) Brakemen on crews with an assigned caboose may be required to supply their caboose in accordance with Paragraph (4) of this Section. However, an outbound Conductor departing from a district terminal where yard crews are employed must protest to his supervisor any defective condition of his caboose prior to his departure from that point. If he does protest to his supervisor and then is ordered to leave the terminal without correction of the condition, he must record the name of the supervisor and the time the incident occurred.

(b) When an assigned crew is required to depart from district terminal where yard crews are employed with a caboose that is not properly supplied with ice and water, fuel and operative stove, the Conductor and the Rear Brakeman (if any) will be entitled to an additional day's pay.

(Article 36, Section C Cont'd)

Awd. #173-178
P.L.B. #717

(6) (a) An outbound Pool Conductor must protest any defective condition of a caboose prior to his departure from his initial terminal. If he does protest to his supervisor and then is ordered to leave the terminal without correction of the condition, he must record the name of the supervisor and the time the incident occurred.

(b) Then when a pool crew is required to depart from the initial terminal under these circumstances with a pooled caboose that is not properly supplied with water for personal sanitary use, sanitary drinking cups, water and ice, fuel and operative stove, or is required to depart from one of the major terminals (St. Louis-Springfield-Tulsa-Kansas City-Memphis-Birmingham) without operative electric lights, the Conductor and the Rear Brakeman (if any) will be entitled to an additional day's pay.