

ARTICLE 7 - LOCAL FREIGHT SERVICE

Art. 10 Bkm
Art. 20 Cdr
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Modified

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Section A - Local Freight Assignments

(1) Local freight assignments may be bulletined and assigned straightaway or turnaround, 6 or 7 days per week. They may also be assigned to make side trips. The assignment can be different on different days of the workweek.

(2) Local freight trains manned by regular assigned crews may be annulled by train orders at the home terminal of the assignments, and the assigned crews can be called later (within 12 hours of the scheduled or bulletined starting time) to operate the trains as extra trains without it being construed as being a violation of the existing Agreement.

Note: Article 32, Section D(2) defines local freight work.

Section B - Guarantee

(1) When regular assigned crews in local freight service are not called or used on runs or days called for in accordance with their bulletined assignments, they will be allowed a minimum day's pay for all days not worked. However, if the crew's assignment is annulled and they are deadheaded to their other terminal to resume service the next workday, they will be allowed a minimum day's pay or deadhead pay, whichever is the greater, but not both. If through an Act of Providence it is impossible to perform regular service, this rule does not apply. When it is decided that an assignment is to be annulled more than 2 consecutive bulletined working days because of an Act of Providence, the assignment will, instead, be abolished and the regular assigned members of the crew will be allowed to exercise their seniority.

(2)(a) A regular assigned local freight crew that is called and does perform work on a portion of their assignment will be entitled to the bulletined mileage of their assignment.

(b) When local freight assignments are operated but are turned short of the bulletined turning point (when assigned as turnaround service) or tied up short of

(Article 7, Section B Cont'd)

Ditto

the bulletined tie-up point (where assigned in turn-around or straightaway service) on any day, the members of the crew will be paid on the basis of either the bulletined mileage for the day or actual hours, whichever is greater. On all such occasions, overtime will commence on the basis of the bulletined mileage divided by $12\frac{1}{2}$, in the same manner as if the assignment had operated as bulletined for that day. This rule does not apply when the assignment is tied up short of destination under the provisions of Article 35, Section C (tying up under the law) or when the assignment is completely annulled for the day (in which event, Paragraph (1) above is applicable). This provision for paying the bulletined mileage also applies to an Extra Conductor or Brakeman who is protecting a vacancy on the assignment.

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(3) When a regular assigned crew at any outlying point is not called for or used on runs or days called for in accordance with their bulletined assignment, and there is an Extra Conductor or Brakeman filling a vacancy on the crew, this Extra Conductor or Brakeman may be required to remain on the assignment and will be paid a minimum day's pay for each calendar working day so held.

Section C - Used Off Assignment

Existing
Understanding

If a regular assigned local freight crew is run out of the limits of their assignment, they shall be allowed a separate day's pay for such service and time (i. e., such miles and time that they are off their assignment shall be deducted from their regular service trip and will be paid for as a separate day).

Section D - Starting Time

Existing
Understanding

(1) Regular assignments in regularly assigned road freight service (i. e., mine switcher, road switcher, and local freight assignments) shall have a bulletined starting time for each day on which they are assigned to commence duty.

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(2) At the home terminal (layover point) of an assignment in regularly assigned freight service, the crew may properly be instructed to report for duty for the assignment at any time within the 12-hour period commencing with

(Article 7, Section D Cont'd)

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the designated starting time. Subject to the following exception, if the assignment is not called for service during the 12-hour period on the days that the assignment is bulletined to commence duty at the home terminal of the assignment, it is understood that the assignment is thereby annulled for the day and that the regularly assigned crew is entitled to the earnings protection provided by the guarantee provisions applicable to that class of road service. In such a case, if there is any work of the assignment that must be performed, it may be absorbed by other crews in assigned service on the territory or by pool freight crews. Nothing in this rule is intended to require the Carrier to hold the train for the expiration of the assigned crew's rest.

Exception:

A crew in regularly assigned road freight service will be called and used on their assignment after the above 12-hour limitation at the home terminal of the assignment if such is made necessary because the crew, or any member thereof, is not rested under the law. In such event the crew must be called upon expiration of the longest period of rest required of any member of the crew or the assignment shall be considered to be annulled.

This Paragraph (2) applies only to the home terminal of the assignment and it is recognized that there is no 12-hour restriction on the on-duty time at the away-from-home terminal of the assignment or at intermediate points where the crew may have been tied up under the law.