

# Guaranteed Extra Board

## Article 4 (Freight Service)

### Calling Crews for Straight Away or Turn-Around

“Men called in freight service must be notified at the time of call if they are in one-way or turn-around service. Call cannot be changed before crew arrives at destination or turning point. This does not in any way change side trip or lapback understandings.”

**Paragraph K.** Engineers in pool or irregular freight service may be called to make short trips and turn-arounds with the understanding that one or more turn-arounds may be started out of the same terminal and paid actual miles with the minimum of 100 miles for a day, provided,

1. that the mileage of all the trips does not exceed 100 miles,
2. that the distance run from the terminal to the turning point does not exceed 25 miles, and
3. that engineers shall not be required to begin work on a succeeding trip out of the initial terminal after having been on duty eight consecutive hours, except as a new day, subject to the first-in, first-out rule or practice.

*Note:*

1. ***If you exceed 100 miles, all trips thereafter are in penalty status; every time you are in a cab this is at penalty rate per 130 miles deadhead separate and apart when you are on duty on the next train. 130 miles account exceeded mileage set forth in Article #4, paragraph K., of the MOPUL agreement.***
2. ***If you exceed 25 miles in one direction (A) Salem south Extra board (MP253 to MP 278), anything past this point starts a new penalty day. (B) Salem north Extra Board (MP 250 to MP 225), anything north of this point stars a new penalty day. (C)Villa Grove Extra Board works in both directions, north and south, but the perimeters are the same 25 miles in either direction.***
3. ***Engineers shall not be required to work on a succeeding trip out of the initial terminal after having been on duty eight (8) consecutive hours, except as a new day, subject to the first-in, first-out rule or practice. If you are sent out of the initial terminal after 8 consecutive hours on duty, this is a new day not to include your first day.***
4. ***If there is a rested engineer on the board that you are protecting, or on the other boards that supplement yours, the first-out engineer should be furnished all this information so he too can timeslip this agreement violation.***

## **St. Louis Hub Agreement Sets the Mileage Limits for the Extra Boards**

Salem South Extra Board (ZC252 XE01), St. Louis Hub Agreement, Page #11 & #12, Article 5, Paragraph C. Hours of Service relief of trains in this pool operating Dexter MO. To Salem IL. May be protected by the Extra Board at Salem IL. If the train has reached Benton IL. MP 303 or beyond; otherwise an away-from-home terminal engineer at Dexter MO. Shall be used on a straight away move to provide such relief. If none rested and available, the Salem IL Extra Board may be used beyond Benton IL MP 303.

*The Salem South Extra Board (ZC252 XE01) is not to be used south of MP 303 unless there are no rested pool service (RE12) engineers at Dexter MO. Extra Board engineers used south of MP 303 should claim:*

*The dead head from Salem to MP 303, PLUS a penalty of 130 miles deadhead separate and apart from MP 303 to the relieving point. (Violation of Article VI of the 1986 BLE National Agreement Side Letter #4, Question and Answer #11 based on Award 19 of Public Law Board No. 4283.)*

*A penalty of 130 miles for run off assignment. (Violation of St. Louis Hub Agreement page 11 & 12, paragraph 5C.)*

*A penalty of 130 miles for operating this train, from (point of recrew) to milepost 303 and thence to Salem, when rested pool engineers are available. (Violation of St. Louis hub agreement pages 11 & 12, paragraph 5C.*

*Note:*

- *This information should be furnished to the first-out RE-12 pool engineer in Dexter.*
- *All information MUST be entered into lines A-E & F-J in the FRA reporting section of your tie-up.*
- *If you relieve more than one train use the PF7 key to make a new timeslip for each subsequent trip out of terminal.*

### **(2) Salem IL North Engineers Extra Board (ZC252 XE21)**

(A)All vacancies in the Salem-Villa Grove and Salem-Chicago through freight pools, and all extra service at or in the vicinity of Salem, including St. Elmo. This extra-board northward limits are to Findlay Jct. Hours of Service relief of trains operating in I.D. service between St. Louis and Chicago or between Salem and Chicago shall be provided as set forth in Arbitration Award No. 553.

### **EXTRA BOARD COVERING THE MARION SUB:**

**Page 20 of the St. Louis Hub Agreement, Article III - Extra-Boards, paragraph 3B:**

All vacancies in the Salem-Dexter through freight pool, and all extra service between Salem and Metropolis which originates at Salem, IL or any point between Salem and Mt. Vernon, not including Mt. Vernon, this board will be staffed based upon the common seniority roster for the Hub.

**IMPROPERLY MANNED EXTRA BOARDS**

Use the KB (circ7) (board) S function [example: KB ZC252 XE21 S] to find the cap used to regulate the board. You should turn in a timeslip for each calendar day the board is undermanned.

**BACKFILLING THE EXTRA-BOARDS**

If there is an engineer on vacation, the Carrier has the obligation to put another engineer on the board to replace the one on vacation. You should turn in a timeslip for each calendar day this is not done.

**First-in, First-out still applies to the extra-boards.**