

RULE 21. MILEAGE REGULATIONS - PASSENGER
CONDUCTORS AND BRAKEMEN. (a) 6000 miles per
month or the equivalent thereof, computed on basis

of compensation allowed shall be the maximum for regularly assigned and extra passenger conductors and regularly assigned passenger brakemen.

(b) The limitation of 6000 miles per month in regularly assigned passenger service may be accomplished by assigning swing crews to relieve regular crews on specified days or by voluntary lay off during month. Conductors or regular assigned passenger brakemen will not be held off of their assignment to the extent of reducing their mileage below average of 6000 miles a month, and shall not be relieved until the following month when the mileage for the two month period equals 12,000 miles.

(c) Extra conductors who work part time in freight service and part time in passenger service shall add their earnings in freight service to their earnings in passenger service, the total of which shall not exceed the equivalent of 6000 miles at passenger rate of pay. No time allowed under "Away From Home Terminal" rule shall be applied against maximum earnings.

(d)(1) Regularly assigned passenger conductors and regularly assigned passenger brakemen who fail to lay off when they have earned the maximum prescribed in Section (b) will be held out of service at the written request of Local Chairman or General Chairman of their respective classes.

(2) Extra passenger conductors who fail to lay off when they have earned the maximum prescribed in Section (c) will be held out of service at the written request of the Local Chairman or General Chairman in the following month when the mileage for the two month period is equivalent to 12,000 miles at the passenger rate of pay.

(e) Regularly assigned passenger conductors and brakemen and extra passenger conductors shall keep record of all mileage made each month and will report their total monthly earnings to their Local Chairman at the close of the month. Local Chairmen may have figures furnished them verified by Superintendent's office.

(f) This rule shall not be construed as a guarantee nor change present effective ratio of

crew assignments, neither shall it require the company to have less crews in service than are necessary to handle the business.

(g) Deadheading required as result of application of this rule will not be paid for.,