**RULE 29-**

**HANDLING OF EXTRA TRAINMEN**

**(a)** First‑in First‑Out; Except as otherwise provided, extra trainmen shall run first‑in first‑out at points where extra lists are maintained. An extra trainman subject to the first‑in first‑out regula­tions and who, after reaching the first‑out position on the protecting

extra board, is not called in turn shall be allowed fifty miles and con­tinue to stand first out.

**NOTE:** The provision of paragraph (a) shall not change, modify or revise any of the provisions of Rule 38 which relate to the use of extra trainmen when not on full rest or extra trainmen when held for rest. Where an extra trainman is held for rest, the provisions of Rule 38 shall apply and take precedence.

**(b)**Extra Board Rotates: When a vacancy occurs on a run tying up at the point where the extra list is maintained, the man standing first-out on the extra list at the time call is made will be used to fill the vacancy, and extra men will work first‑in and first‑out on the vacancy until the regular man makes a trip, or an extra man is assigned to the run by application and works thereon.

**(c)** Filling Vacancies At Outside Points: When a new assignment is established to work out of a point where an extra board is not main­tained and is to be manned by extra trainmen; or when a vacancy occurs in an established position which works at an outside point, the extra trainman standing first‑out at the time the call for such service is made shall be sent to the outside point. The extra man so called will remain on the run until displaced by the regular man or by a senior man; however; such man will not be displaced until day's assignment is completed.

**NOTE:** In the application of paragraph (c) assigned extra conductors may not displace one another but may displace unassigned extra conductors upon proper application.

**(d)** Extra Man At Outside Points ‑ Priority: When two or more extra men are filling vacancies on the same crew at an outside point, and regular men report on different days, the junior extra man wil1 be relieved first and the senior man last.

**NOTE 1:** To avoid the senior extra trainman being required to fill a third vacancy in accordance with the above, he will be relieved and returned to the extra board at completion of the day's assignment, when the regular man, whose place he is filling on a second vacancy, reports for duty.

 In the event an extra man filling a vacancy at an outside point is required to double onto another assignment but is returned without loss of a shift to the job he is filling, such a double will not be considered as filling a second vacancy.

**NOTE 2:** Outside Points ‑ Remains Until Displaced: At points where extra lists are not maintained, the extra man catching the run will remain on same until return of regular man, or until displaced by a senior extra man after the expiration of ten days.

**NOTE 3:** Senior Man Displacing After Ten Days: In either case after the expiration of ten days from time first extra man was used on the run, the senior extra man making application will be assigned to the run and will hold same until return of regular man or until displaced by a senior man.

**NOTE 4**: Reducing Extra Board: Whenever a reduction in the number of men on the extra board is made, the junior man assigned to the board will be taken off. If any of the men to be reduced are filling vacancies at outside points, they will remain on the assignment until relieved by return of the regular man subject to the provisions of Note 3 above.

 **NOTE 5:** Extra Man Assigned to Regular Position: An extra man holding a run under this rule and being assigned to regular service by bulletin will be permitted to take his regular assigned service when assigned thereto.

**(e)** Extra Man Laying Off Relieved By Extra Man ‑Penalty: Extra man on rotating board sent to outside point and laying off before return of the regular man will, if he reports for duty before the regular man reports, be required to relieve the extra man who relieved him, and will not be paid deadhead allowance in either direction.

**(f)** Layoff Or Missing Call ‑ Penalty: Extra man laying off on his own accord, or extra man missing a proper call on a road or combination road/yard board, will not be placed on the extra board for twenty‑four hours from time of layoff, or time call was missed, and will not be used in less than twenty‑four hours if other extra men are available.

**(1)** An extra man laying off on a call or missing a call to go to an outside point to fill a vacancy shall, when available, be required to relieve the extra man who was sent in his place, in which event deadheading to and from the outside point shall not be paid for.

**(2)** Should an extra man fail to deadhead to an outside point he will be withheld from the extra board until the extra man sent to the outside point in his place returns to the extra board, at which time he shall be placed on the extra board last out.

**(g)** Conductors Working In Yard Service ‑ Not To Be Used: Men holding rights as conductors working in yard service will not be called or used as extra conductors when other extra conductors are available. In the event of an emergency the senior unassigned conductor working in any service will be used.