**RULE 33-**

**BULLETINS ‑‑ ASSIGNMENTS**

**(a)** Bidding for Runs ‑ Penalty: Except as otherwise provided, all new and vacant runs in road service will be bulletined for six days. Rights to runs will be governed by seniority; bids will be made to Superintendent in writing on forms provided, for which receipt

will be furnished, and must be in Superintendent's office by midnight of the sixth day. Assignments will be made and notices mailed to

bulletin boards on the seventh day and successful applicant will be notified. If the successful applicant is held off the run for more than

three days from date of assignment, through no fault of his own, he shall be al­lowed differences in earnings, if any, after the third day. In

any event relief’s will be furnished as soon after notice of assignment as extra men are available or can be made available to make the

relief.

**(b)** In the application of paragraph (a), a brakeman holding a position on a particular set of runs may apply for any vacant position within the same set of runs if such vacancy has been bulletined pursuant to said paragraph and, if the senior applicant for the bulletined vacancy, he shall be assigned.

**EXAMPLE:** Brakeman X holds position as brakeman on Crew B to trains Nos. 661 and 684, First Seniority District, between Portland (Albina) and Seattle (Argo). A vacancy for a brakeman develops on Crew A on trains Nos. 681 and 684 and such brakeman vacancy is bulletined in accordance with the provisions of this rule. Brakeman X, although assigned as brakeman to Crew B on Trains 681 and 684, may apply for the bulletined brakeman vacancy on Crew A on Trains 681 and 684 and if the senior applicant will be assigned as brakeman with Crew A.

**(c)** Nothing in paragraphs (a) and (b) shall be construed or interpreted so as to permit trainmen to apply for bulletined vacancies on the same crew assignment within the same set of runs, i.e., a brakeman on Crew A may not apply for a bulletined brakeman vacancy on Crew A.

**(d)** Should an employee be assigned to a regular job and after per­forming service on such assignment, it is found that he was assigned through an error and another man takes the assignment the employee so displaced is entitled to a displacement under applicable rule.

**(e)** Consist of Bulletin: Bulletins covering assigned service will show points between which assigned; whether straightaway or turnaround; number of trips and turning points; home and far terminals; starting time for local runs; leaving time for assigned through freight runs.

**(f)‑1.** Thirty Days Layoff ‑ Conductors: When an assigned conductor will be off for thirty days or more for any cause, and length of proposed absence from duty is known to Superintendent, the vacancy will be bulletined and open to seniority choice temporarily, until the return of regular man. In case of illness or where for any other reason length of absence is indefinite, vacancy will be bulletined for seniority choice after the expiration of twenty days. In either case, pending assignment, run will be handled in accordance with Rule 29 until assignment is made. The employee assigned under this rule will be permitted to hold the temporary vacancy until displaced by return of regular man or unless displaced by a senior man entitled to make such displacement. The conductor displaced by return of regular man will take the run formerly held or may displace a junior conductor filling a temporary vacancy. In case a temporary vacancy becomes a permanent vacancy, it will be bulletined as such.

**NOTE:** Pool Freight Service: This will apply to pool freight service subject to Rule 29, provided conductors will not be permitted to hold temporary vacancy in pool freight service if holding, or seniority entitles them to hold, a regular car in the same pool.

**(f)‑2.** Ninety‑Day Layoff ‑ Conductor: A known vacancy of ninety days or more, or one that extends to ninety days, will be bulletined and assigned as a permanent vacancy. A conductor whose assignment is bulletined as a permanent vacancy under this rule may exercise seniority upon his return to work as provided in Rule 26.

**(g)‑1.** Thirty Days Lay-off Brakeman: When an assigned brakeman will be off for thirty days or more for any cause, and length of proposed absence from duty is known to Superintendent, the vacancy will be bulletined and open to seniority choice. In case of illness or where for any reason the length of absence is indefinite, vacancy will be bulletined for seniority choice after twenty days. In either case, pending assignment, run will be handled in accordance with Rule 29 until assignment is made.

**(g)‑2.** Sixty‑Day Layoff ‑ Brakeman; When a regular pool freight brakeman will be off for sixty days or more, and length of proposed absence from duty is known to Superintendent, the position will be regarded as a permanent vacancy and will be filled in accordance with Rule 32. In case of illness or where, for any reason, the length of absence is indefinite, vacancy will be filled in accordance with Rule 32 after sixty days.

**(h)** Extra Crews Pending Assignment: Where bulletins are not posted sufficient time in advance of making regular assignment before runs actually go on, all new runs bulletined for seniority choice of trainmen operating out of established extra board terminals will be manned by extra made‑up crews during the life of the bulletin, such crews to work first‑in, first‑out on the run or runs and taking the terms and conditions of the assignment.

**(i)** Extra Crew Protects Until Assignment: When new runs are estab­lished away from terminals out of which extra crews operate, the made‑up extra crew available at the time call is made for such run, or at the time such run is placed in service, will be used and will hold the run until assignment is made, or until displaced by senior man entitled to displacement, and will take the terms and conditions of the assignment.

 **(j)** Change in Assignment: Whenever any one or all of the follow­ing changes are made in an assignment it shall be re-bulletined as a new position. Trainmen holding the assignment will be required to remain on the run pending assignment under the bulletin before exercising seniority.

 **(1)** Any change in the number of days per week a run is scheduled to work.

**(2)** When the initial or final terminal of the run is changed.

**(3)** When the mileage or number of trips of a run is changed.

**(4)** Any change in the bulletined starting time of assigned locals.

**(5)** Any change of two hours or more in the bulletined starting time of traveling switcher assignments and assigned through freight runs.

If a reduction is made in the number of crews required on a particular assignment, the senior trainman not needed to fill the assignment may remain or exercise seniority elsewhere, and if he chooses to remain, the junior man will be displaced.

**(k)** Abandoned Run ‑ Option: Trainmen assigned to a regular run will be required to take the run to which assigned, except where such run is taken off or abandoned prior to their having actually performed service on such run, in which case they may exercise their seniority in accordance with displacement rules or remain on the run previously held.

**(l)** Seniority Choice of Crew Positions: Senior brakemen shall have choice of positions on cars or crews.

**(m)** No Bids Received ‑ Conductors: When no bids are received on positions bulletined for seniority choice, the junior unassigned conductor at the point where vacancy occurs will be assigned. If no conductor is available at the point where vacancy occurs, the junior unassigned conductor on the seniority district will be assigned; except that men will not be required to move Portland‑Albina to The Dalles, and points east of The Dalles, or from The Dalles and points east, to points west of The Dalles, to fill such vacancies, so long as there are unassigned conductors working in that part of the seniority district where the conductor is needed. In either case, no deadhead pay or pay for time lost will be allowed as result of assignment made in accordance with this paragraph.

**NOTE:** Definition: The word ''point'' mans the terminal at which conductors are provided relief.

**(n)** No Bids Received ‑ Brakemen: When no bids are received on positions bulletined for seniority choice, the junior extra men assigned to the extra board protecting that service will be assigned. No deadhead pay or pay for time lost will be allowed as result of assignments made in accordance with this paragraph.