ITEM ‑ 59(a)

GUARANTEED EXTRA BOARD ‑ BRAKEMEN ‑ OAKLEY

 1. Effective 12:01 a.m., December l, 1978, a guaranteed extra board is established at Oakley, Kansas, to fil1 vacancies in the territory Oakley­-Denver, Oakley‑Plainville and 12th District per­centage of Oakley‑Salina.

 2. Vacancies on the extra board shal1 be filled by assignment of the senior brakeman having written application on file with the crew dis­patcher, with copy to the UTU(T) local chairman. If no applications are filed, the junior unassigned brakeman shall be assigned.

 3. Applications for assignment to this extra board shall automatically expire 30 days after submitted unless renewed in writing) Applications may be cancelled at any time prior to notification of assignment by written notice to the crew dis­patcher, with copy to the UTU(T) Local Chairman.

 4. Each extra brakeman shall receive a monthly guarantee, or portion thereof, equivalent to 3850 miles at the basic freight rate of pay. The guarantee shall be computed on a daily basis and shall not apply to any date the extra brake­man lays off or is otherwise not available for service the calendar day.

 5. (a) The Superintendent shall regulate the extra board. In the regulation of the board an average of 4450 miles per month shall not be exceeded, and the Carrier shall not be subject to claims because of the regulation thereof)

  (b) Deadheading which is required account the extra board being depleted is compen­sable.

 6. Each extra brakeman shal1 register his actual accumulated mileage on completion of each trip in the book provided at a location agreed to by the Superintendent and the UTU(T) local chairman.

 7. A brakeman assigned to the extra board shall remain thereon not less than 30 days unless displaced.

 8. An extra brakeman laying off or missing a call shall not be permitted to mark up in less than 24 hours if another extra brakeman is available. An extra brakeman tying up for rest shall be considered as laying off.

 9. (a) An extra brakeman called for a vacancy at an outlying point shall be released to return to the extra board after seven days or on completion of last trip preceding layover day and shall be placed last out at tie‑up time that day.

 (b) An extra brakeman released from an outlying vacancy shall not be called a second time for the same vacancy if another extra brakeman is available.

 (c) In the protection of an outlying vacancy, deadhead pay shall be allowed only for the first trip to and the last trip from such vacancy. No intermediate deadheads shal1 be paid for.

 10. (a) When laying off or missing cal1 for an outlying vacancy, the extra brakeman shall be required to report at the outlying point without deadhead pay in either direction. If the outlying vacancy no longer exists or has been filled under Rule 44(a)(1), the extra brakeman shall be placed last out.

 (b) It is understood that this provision does not estop the Carrier from administering such discipline as it deems proper for a missed call.

 11. This agreement may be cancelled by the serving of 10 days written notice by either party.

 Omaha, Nebraska

December 1, 1978