

Local Agreement pertaining to Preference of Service Agreement changes for Milwaukee District Employees UTU (T) (C), not applicable outside Milw. Dist.

(1) The Conductor's Extra Board

- (a) Conductor's Extra Board shall be considered a permanent assignment. Employees herein involved, will be considered Conductors, Brakemen and Yardmen. Employees exercising Seniority to the Board and displacing thereon will waive all deadhead to the Conductor's Extra Board.
- (b) The employee throwing up his assignment and displacing to the Conductor's Extra Board will waive the deadhead on the first assignment necessitating deadhead, to the point of the assignment, return deadhead trip back to the board will be allowed.
- (c) Employee exercising Seniority to the Conductor's Extra Board will be allowed to do so only after the Employee that he wishes to Displace has been on the Board 24 hours, or has made a trip off the Board, and then only if men are available to fill his vacancy. Man bumping on Conductor's Extra Board will be placed on the bottom of the Conductor's Extra Board.
- (d) The man displaced would have displacement rights.
- (e) It is understood that a man bumping on Conductor's Extra Board will not be placed thereon until properly rested.

(2) Conductor's temporary vacancy (day by day) other than men laying off longer than (1) one day at any point, which is protected by the Milwaukee Conductor's Extra Board will be filled as follows:

- (a) The first man out on the Conductor's Extra Board will be called and used.
- (b) If Conductor's Extra Board is exhausted, the oldest Senior Brakeman on the assignment, if he so desires, will be used, provided that he is a qualified Conductor. However, if there

is no other qualified Conductor on the assignment, he will be required to accept the Conductor's position.

- (c) If the Senior Brakeman declines the vacancy as Conductor, the Junior Brakeman on the assignment will be called and used thereon, provided that he is a promoted Conductor.
- (d) If both Brakemen on assignment are not qualified, the Senior Conductor who has requested same in writing - a set up for this assignment - will be called in Seniority order (i.e. oldest man), and will be required to take up this assignment, provided he is properly rested, no deadhead or penalty compensation will result due to this procedure 2-D.
- (e) On the Wisconsin Zone of the Milwaukee District when either the Conductor's or Brakeman's freight extra board is exhausted, qualified employes may be called from the other board for existing vacancies and will be paid at the applicable rate for the service performed. When released such men will return to their original board. The same procedure will apply to the passenger conductor's and brakeman's extra boards when they exist, before referring to freight boards. If the procedure in this Section (e) results in a conductor being used as brakeman, he will be paid at the conductor's rate for the service performed, however, the Railway Company may elect not to use such men when filling vacancies under this procedure.
- (f) If no qualified Conductor as described above (a-b-c-d-e) or and Extra Job, the Junior qualified Conductor at the point who can be used without interference to his job will be required to fill the vacancy in reverse Seniority Order.

- (g) If no Conductor is available in the described order above, the most Junior qualified Conductor will be set up for this assignment in reverse Seniority order.
- (4) Schedule rules, agreements, understandings or practices inconsistent with this agreement are hereby amended to the extent necessary to conform with this agreement.
- (5) The provisions of this agreement do not alter any of the provisions of the CGW Merger Agreements of December 19, 1968 with the UTU (C) or UTU (T) including Article 9 (e) and first full paragraph at the top of page 8 in Article 3 of the UTU (C) and UTU (T) Agreements.
- (6) This understanding will be effective on March 23, 1972 for a period of 60 calendar days at which time, it will be subject to abrogation cancellation or amendments by either parties involved, if they so desire.


Division Manager


Local Chairman UTU
Local #322