

See Also
N+S Schedule

APPENDIX 3

BROWNWOOD RUN THROUGH

TERMINALS

Interdivisional pool freight crews will operate between the terminals of Saginaw and Sweetwater and between Temple and Sweetwater. Temple, Sweetwater, and Saginaw will be the home terminals for the interdivisional pools. Pool freight crews in interdivisional service will work first-in, first-out, will only protect ID runs, and will not be used in turnaround service except as provided herein. Brownwood will be eliminated as a terminal for pool freight crews operating between Temple and Sweetwater and between Sweetwater and Saginaw.

BASIS OF PAY

All miles run in excess of the miles encompassed in the basic day shall be paid for at a rate calculated by dividing the basic daily rate of pay in effect on October 31, 1985 by the number of miles encompassed in the basic day as of that time.

Current actual miles run are as follows:

Sweetwater – Temple	246 miles
Sweetwater – Saginaw (via Brownwood)	265 miles
Between Sweetwater & Alliance (via The Dublin District)	276 miles
Over the UP between Sweetwater & Alliance	220 miles

Pool freight crews called for and departing the terminal in interdivisional service will be allowed the mileage terminal to terminal, except when the service is interrupted by an emergency such as flood, washout, major derailment, etc.; i.e., an Act of God, and pool freight crew is returned to the originating terminal. In that event, the crew will be placed first out after eight hours rest, being given first consideration for deadhead to the home terminal. It is understood the foregoing does not modify the current call and release rule.

PROVIDING RELIEF FOR HOURS OF SERVICE LAW CREWS

In connection with relieving interdivisional pool freight crews tied up under the Hours of Service Law, the following will prevail when it is necessary to call a road crew out of the terminal:

TEMPLE TO SWEETWATER

Between Temple and Brownwood including Brownwood	-	ID pool freight crew standing first out at Temple
Between Brownwood and Sweetwater	-	Extra board crew at Sweetwater

SWEETWATER TO TEMPLE

- Between Sweetwater and Brownwood including Brownwood - ID pool freight crew standing first out at Sweetwater
- Between Brownwood and Temple - Extra board crew at Temple

SAGINAW TO SWEETWATER VIA BROWNWOOD

- Between Saginaw and Brownwood including Brownwood - ID pool freight crew standing first out at the Saginaw
- Between Brownwood and Sweetwater - Extra Board crew at Sweetwater

SWEETWATER TO THE SAGINAW VIA BROWNWOOD

- Between Sweetwater and Brownwood including Brownwood - ID pool freight crew standing including first out at Sweetwater
- Between Brownwood and Saginaw - Extra Board crew at the Saginaw

When an interdivisional pool freight crew is tied up under the Hours of Service Law and is to be transported to the distant terminal to complete the trip, the following will govern:

1. One hour will be free time.
2. Straight time allowance will be paid for any time in excess of free time calculated from time tied up under the Hours of Service Law and time transportation became available.

PROTECTING OTHER THAN ID SERVICE

All unassigned service, other than ID service between Sweetwater and Temple and between Sweetwater and Saginaw will be protected by the governing extra boards. Regular assignments will be protected by regularly assigned conductors and brakemen.

VACATIONS

A pool freight conductor or brakeman in interdivisional service will be permitted to advance the starting date of a scheduled vacation period to coincide with the start of layover days, but not to exceed three days.

MOVING/REAL ESTATE

Article IX, Section 7 of the October 31, 1985 UTU National Agreement, will be applicable to any conductor or brakeman whose principle residence was the Brownwood area on November 1, 1985, and who is required to change his/her residence as a result of the implementation of this Agreement.

PROTECTION

Article IX, Section 7 of the October 31, 1985 UTU National Agreement will be made a part of this Agreement.

NOTE 1

This will confirm the provisions of Paragraph (7) of the Memorandum of Agreement dated December 7, 1983, concerning cabooseless operations, as modified by Article VIII of the October 31, 1985 UTU National Agreement, will apply to ID crews required to deadhead on trains.

NOTE 2

All home-terminal Sweetwater ID employees will receive a two-hour call for ID service working from Sweetwater to Temple, or Sweetwater to Saginaw.

NOTE 3

When the active board is set, if a crew(s) is (are) to be deadheaded, they will be designated at the time the active board is set. If a trainman is activated to work and is subsequently deadheaded, full district mileage will be allowed (actual miles deadheaded). A crew at the away-from-home terminal, once designated as a deadhead to the home terminal, may deadhead on earlier train, provide their own transportation, or be transported by limousine, if the carrier elects to use a limousine. However, proper authority must be obtained from the Regional Operations Center if requesting to deadhead in advance of designated turn. The turn itself will be placed in proper sequence upon the turn's arrival at the home terminal.

NOTE 4

If junior Temple trainmen/yardmen are force assigned to Sweetwater for at least five continuous months as a result of this run-through, the employee will be entitled to the moving/real estate provisions of the Agreement.

Any Temple trainman force assigned to Sweetwater will receive the allowance in lieu of lodging (currently \$14.44) for a maximum of 15 days during the first year of this agreement.

NOTE 5

This is to confirm that there will be a 50/50 distribution of trips between Temple and Sweetwater.

NOTE 6

This is to confirm that Cleburne trainmen will be entitled to twenty-five percent of the jobs between Saginaw and Sweetwater.

(SEE APPENDIX 17, VARIABLE CALLING)