

APPENDIX “H” – Jacksonville Extra Board August 8, 1995

Mr. R. E. Wiggins, General Chairman
Brotherhood of Locomotive Engineers
4 Executive Campus - Suite 100
771 Cuthbert Boulevard & Route 70
Cherry Hill, NJ 08002

Dear Mr. Wiggins:

This has reference to our several discussions, as well as discussions with Eastern Regional Chairman Mark Kenny, concerning the adjustment of the Jacksonville Extra-Boards. Without prejudice to the position of either party and not to be referred to in any other forum, we agreed to resolve this particular dispute in the following manner.

1. The Jacksonville-West Extra-Board will be increased by two (2) positions.
2. The Jacksonville-North Extra-Board will be decreased by two (2) positions.
3. The Jacksonville-West Extra-Board may be used first to cover positions in the territory covered by the Jacksonville-North Extra-Board when the Jacksonville North Extra-Board is exhausted, and vice versa.
4. Amtrak will keep a sufficient number of engineers on both extra-boards to protect each service.

The attached eleven “Questions and Answers” are applicable to the operation of the above referenced Extra-Boards.

It is understood that this agreement may be canceled written notice to the other party. by either party upon fifteen (15) days

Very truly yours,
(original signed by)
Larry C. Hriczak
Director-Labor Relations

I Concur:
(original signed by)
Ronald E. Wiggins
General Chairman
attachment

cc: Mark Kenny
Rick Fordham

QUESTIONS AND ANSWERS TO THE AUGUST 1, 1995 AGREEMENT COVERING THE NORTH AND WEST END ENGINEER EXTRA-BOARDS AT THE JACKSONVILLE FLORIDA CREW BASE.

- Q1. Can the north end engineer extra board be used to protect assignments operating west if there are engineers on the west board with rest?
- A1. No.
- Q2. If a west end assignment has a vacancy and the west end engineer extra board is exhausted how will this assignment be protected?
- A2. The north end engineer extra board will be used to protect this service.
- Q3. Must the engineers on the north board stay in place for engineer assignments operating west?
- A3. Yes.
- Q4. If a north end extra board engineer misses a call for an assignment operating west will his guarantee be broken?
- A4. Yes, if he was qualified to work that assignment.
- Q5. Will engineers be allowed to bid for and mark up on the north end engineer extra board positions, if they are not qualified on the west end assignments?
- A5. Yes.
- Q6. If a west end assignment becomes available, and the first out engineer on the north end extra board is not qualified for that assignment, how will this vacancy be protected?
- A6. The first out engineer will be passed by and the assignment will be given to the first engineer on the north extra board who is qualified.
- Q7. Will this engineer who has not qualified for the assignment be entitled to compensation for being run-around?
- A7. No.
- Q8. Will his guarantee be broken because he was not qualified for the assignment? A8. No.
- Q9. Is Amtrak responsible for qualifying all north end extra board engineers on the west end assignments?
- A9. No, only enough engineers considered necessary to protect the service.
- Q10. Can engineers on the north end extra board request hold-downs on assignments operating west?
- A10. Yes, but only after the hold-down is passed up by engineers holding positions on the west extra board.

Q11. When the North or West engineer's extra-board is exhausted and an Assistant Engineer vacancy exists, how will this position be filled?

A11 By calling the first out Engineer on the north or west Engineer extra-board (whether qualified on the physical characteristics or not), to fill the Assistant Engineer vacancy.