

is anticipated that between three (3) and six (6) trips will be needed to qualify engineers, the actual number is up to the MOP to determine. Engineers will discuss with MOPs qualifying issues. Engineers on qualifying trips shall be paid at the working engineer rate.

NOTE 2: No relocation benefits will be allowed under Section 14 until the employee has satisfactorily completed all necessary familiarization trips. Lodging will be provided where needed during this process as long as employee stays marked up and available.

NOTE 3: It is recognized that during the implementation process, the regulation factor is suspended to enable engineers to qualify in a timely manner and to protect traffic.

NOTE 4: Engineers may be used on those jobs they are qualified for if the extra board is exhausted.

Section 9. Turnaround Service/Hours of Service Relief.

The following shall govern when trains are heading to the following terminals:

- (a) North Little Rock - North Little Rock Extra Board if past McGehee; if not, use combination service crew out of Monroe.
- (b) Monroe from North - First-out North Little Rock ID crew at Monroe to be used and deadheaded home upon completion of service.

- (c) Monroe from South - Monroe extra board if past Alexandria; and if on Livonia side, use TP Alexandria extra board to Alexandria. If on Kinder side, use MP Alexandria extra board and crew may take train on to Monroe. MP Alexandria extra crew used in this manner to Monroe will be paid the dogcatch miles south of Alexandria and a basic day north of Alexandria.
- (d) Livonia - If no extra board at Livonia, use respective first-out away-from-home terminal ID pool and deadhead home upon completion of trip. If Houston origin train does not reach Opelousas, then use DeQuincy Extra Board. If there is an extra board at Livonia, the extra board will protect the service.
- (e) Alexandria - Alexandria Extra Board from Monroe, Alexandria MP Extra Board from the South via Kinder and at Kinder or beyond; MP Alexandria extra board crew used in this manner on Kinder side may take train on to Monroe and will be paid the dogcatch miles south of Alexandria and a basic day north of Alexandria. If short of Kinder use the DeQuincy Extra Board.
- (f) Rodemacher - First-out Alexandria extra board crew to finish assignment and then take train to Monroe.

- (g) Amelia - DeQuincy Extra Board if beyond Kinder.
- (h) Houston - If west of Amelia, use Houston Extra Board, and if at Amelia or east of Amelia, use DeQuincy Extra Board to Houston and deadhead home.
- (i) Shreveport - First-out Shreveport extra board.
- (j) Avondale - First-out Avondale extra board.

NOTE 1: Nothing in Section 9 above prevents the use of other employees to perform work currently permitted by other agreements; i.e., yard crews performing hours of service relief within the road/yard zone, ID crews performing service and deadheads between terminals, TSEs handling trains within their zones.

NOTE 2: ID crews will not be inducted into work train service.

Question 1: May ID crews handle cars normally associated with work trains?

Answer 1: Yes. The transporting of such cars between terminals or to points en-route is not prohibited; however, dumping ballast, unloading ties, etc., shall not be performed by ID crews.

Section 10. Investigations. Investigations involving engineers in this interdivisional service will be held at such time and place as will cause as little travel, inconvenience, and loss of time as practicable to the employees involved. If attendance at an investigation requires an engineer to travel to any point away from