**RULE 10-**

**MORE THAN ONE CLASS OF ROAD SERVICE**

**A.** Road conductors employed in any class of road service may be required to perform two or more classes of road service in a day or trip subject to the following terms and conditions:

**PAYMENT:**

**(1)**  Except as qualified by A (2) below, payment for the entire service shall be made at the highest rate applicable to any class of service performed, the overtime basis for the rate paid to apply for the entire trip. Not less than a minimum day will be paid for the combined service.

**(2)** Road conductors in through freight and passenger service only shall receive full payment for the regular day or trip based on miles or hours applicable to the regular day or trip plus extra compensation on a minute basis for all additional time required in the other class of road service.

The rate paid both for the regular trip, and for the additional time shall be the highest rate applicable to any class of service performed during the entire day or trip.

Overtime rate shall apply to the extra compensation only to the extent that the additional service results in overtime for the entire day or trip or adds to overtime otherwise payable for hours required for the regular trip.

**EXAMPLES FOR THE APPLICATION OF THIS PARAGRAPH A(2) ARE:**

**(a)** A conductor in through freight service on a run of 100 miles is on duty a spread of 8 hours, including 2 hours of another class of road service ‑‑ Conductor will be paid 100 miles or 8 hours at pro rata rate for the trip plus 2 hours at pro rata rate for the other class of road service, both payments to be at the highest rate applicable to any class of service performed.

**(b)** A conductor in through freight service on a run of 100 miles is on duty a spread of 9 hours, including 2 hours of another class of road service ‑‑ Conductor will be paid 100 miles or 8 hours at pro rata rate for the trip plus 1 hour at pro rata rate and 1 hour at time and one‑half for the other class of road service, both payments to be at the highest rate applicable to any class of service performed.

**(c)** A conductor in through freight service on a run of 100 miles is on duty a spread of 10 hours, including 2 hours of another class of road service ‑‑ Conductor will be paid 100 miles or 8 hours at pro rata rate for the trip plus 2 hours at time and one‑half for the other class of road service, both payments to be at the highest rate applicable to any class of service performed.

**(d)**  A conductor in through freight service on a run of 100 miles is on duty a spread of 12 hours, including 2 hours of another class of road service ‑‑ Conductor will be paid 100 miles or 8 hours at pro rata rate plus 2 hours at time and one‑half for the trip plus 2 hours at time and one‑half for the other class of road service, both payments to be at the highest rate applicable to any class of service performed.

**(e)** A conductor in through freight service on a run of 150 miles is on duty a spread of 10 hours, including 2 hours of another class of road service ‑‑ Conductor will be paid 150 miles or 12 hours at pro rata rate for the trip, plus 2 hours at pro rata rate for the other class of road service, both payments to be at the highest rate applicable to any class of service performed.

**This applies to:**

**(1)** Unassigned and/or assigned road service.

**(2)** Another class of road service regardless of when notified, whether at time called, at the outset of, or during the tour of duty.

1. Passenger service, except that helper or pusher service not a part of the regular passenger assignment, or wreck or work train service, should not be required except in emergencies.

**This rule does not involve the combining of road with yard service modify or set aside:**

**(1)** Lap-back or side trip rules except when a combination of service includes work, wreck, helper or pusher service and such movements are made in the performance of work, wreck, helper or pusher service.

**(2)** Conversion rules.

**(3)** Terminal switching and/or special terminal allowance rules.

**B**. Road brakemen performing more than one class of road service in a day or trip will be paid for the entire service at the highest rate applicable to any class of service performed. The overtime basis for the rate paid will apply for the entire trip.

Question No. 1: Does the rule apply to brakemen in unassigned and/ or assigned road service?

Answer: Yes, except where existing rules adopted prior to August 1, 1939 specifically provide that brakemen will not be required to perform work other than that to which regularly assigned.

Question No. 2: Does the rule apply to brakemen at an intermediate point or between intermediate points where brakemen are required to perform road service not incident to the normal trip?

Answer: Yes, except where existing rules adopted prior to August 1, 1939 specifically provide separate compensation for such work.

Question No. 3: Does the rule set aside lap-back or side trip rules?

Answer: No, except that when a combination of service includes work, wreck, helper or pusher service, such rules will not be applicable to any movements made in the performance of such service.

Question No. 4: Does the rule set aside existing conversion rules?

Answer: No.

Question No. 5: Does the rule set aside existing terminal switching rules?

Answer: No.

Question No. 6: Does the rule apply to brakemen in passenger service?

Answer: Yes, except where under existing rules seniority acquired by employees in passenger service is separate and distinct from the seniority acquired by employees in freight service.

Helper or pusher service, not a part of their regular assignment, or wreck, or work train service should not be required of passenger brakemen except in emergencies.

Question No. 7: Does the rule apply to brakemen who are required at an intermediate point or points to perform work train service?

Answer: Yes, except where existing rules adopted prior to August 1, 1939 specifically provide for separate compensation for brakemen performing work train service.

Question No. 8: Does the rule apply where road brakemen are instructed at the outset of a trip before leaving the initial terminal to perform another class of road service outside of the terminal?

Answer: Yes, except where existing rules adopted prior to August 1, 1939 specifically provide otherwise.