

ARTICLE 15 - CAR RETARDER OPERATOR DIVERSION

Section 1

In the event there is no qualified Car Retarder Operator for a shift on a seniority district, and in the event there is no rested qualified Car Retarder Operator on the extra board from that same seniority district, the Carrier may divert a qualified car Retarder Operator from a yard assignment, including an Outer Belt Transfer Assignment, utilizing the following procedure to fill such Car Retarder Operator vacancy. The diverted Car Retarder Operator shall be paid the applicable Car Retarder Operator's overtime rate of pay for the assignment that such Car Retarder Operator is diverted to.

- A.** The Carrier shall select, at their discretion, a qualified Car Retarder Operator on a shift and divert such Car Retarder Operator accordingly. Such Car Retarder Operator shall be required to accept diversion.
- B.** The Carrier may divert a qualified Car Retarder Operator that is scheduled to perform duties as a Yardman from a yard assignment to be utilized as a Car Retarder Operator; however, the Carrier shall only divert a qualified Car Retarder Operator from a yard assignment to be utilized as a Car Retarder Operator within the starting time bracket on the same shift that such qualified Car Retarder Operator is scheduled to perform service as a Yardman.

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- C. Such Car Retarder Operator shall be contacted by telephone not less than two (2) hours prior to the starting time of the assignment that such Yardman is diverted to or not less than two (2) hours prior to the starting time of such Yardman's regular assignment, whichever assignment is earlier.

Section 2

In the event a Car Retarder Operator vacancy develops on a shift after such shift has commenced duty, the Carrier may divert a qualified Car Retarder Operator on that shift utilizing the provisions as set forth in ARTICLE 15, Section 1, if practicable.

Section 3

A qualified Car Retarder Operator so diverted shall be automatically placed on his/her regular assignment by the Carrier for the following day.