

RULE 12. ONE-WAY PASSENGER SERVICE / DELAYED PASSENGER TRAINS.

a) When one-way passenger service originates at the home terminal and passenger engine is used, the extra passenger crew or the senior available freight engineer and the senior available pool freight fireman will be used. If freight engine is used, freight crew first-out will be given the run, provided the engineer has one year actual experience as engineer. If not qualified, the first crew whose engineer is qualified will be used.

b) Except as provided in Section (e) of this rule, if the run originates at the far terminal, the first freight crew out will be used, regardless of engine furnished, with the above provisions as to qualifications of engineer. However, in exceptional cases, with the approval of the Local Chairman, a crew may be made up and sent to the far terminal to handle a special train.

c) Pool crews runaround at home or far terminal as a result of qualifications required of engineer will, if practicable, resume relative standing on the board upon arrival at home terminal, as held when runaround occurred.

d) It is understood that when a pool freight crew is used under this rule, the next freight crew out will be moved up on the board.

e) When the crew is made up by using senior available engineer and senior available pool freight fireman together in one-way passenger service out of home terminal, such crew will not be placed in freight pool at the far terminal unless necessary to avoid deadheading pool crews to that point to protect such service, but will be returned to home terminal in extra passenger service, deadheading, running light (engine only), or double heading. If used in pool freight service, they will be given their turn out as per arrival.

Seniority or passenger extra board crews used in extra passenger service or to double head passenger train out of far terminal will be called in order of their arrival for first extra passenger train or doubleheader passenger train run after their arrival, provided they have sufficient time to make the trip. Passenger extra board crews will not be used to double head in freight service out of the far terminal.

f) Extra section of regular passenger train made up to assist regularly scheduled train will be manned in accordance with the provisions of this rule unless use of regular crew on the regularly scheduled train would result in their not reaching opposite terminal in time for return movement on regular assignment.

g) Delayed Passenger Trains: Regularly assigned passenger crews at of home and far terminals having regularly assigned trains will be held for their assignments except when a regular assignment is 12 hours or more late the regular passenger crews will be pooled and will man the passenger trains in their first-in, first-out order until schedules are restored, and the crews can resume their normal assignments out of home terminal. This does not restrict the Company from deadheading crews to opposite terminal at any time trains are not running on schedule.