

RULE 13. PASSENGER ENGINEER LAYING OFF.

a) When a passenger engineer lays off or goes on vacation, the senior available freight engineer will take the run and hold it for 10 days, subject to return of regularly assigned engineer.

NOTE: The engineer assigned to the 10-day vacancy under this Rule 12(a) is not subject to displacement except by the return of the regularly assigned engineer nor may such engineer exercise seniority during the 10-day period.

b) When a passenger engineer has been off his assignment 10 days, the senior freight engineer making written application for the vacancy will be placed on the assignment.

c) Engineers placing themselves on temporary vacancies as provided for in Section (b) of this rule are subject to displacement by a senior freight engineer who, as result of being absent from the terminal, could not make written application for the vacancy at the end of the 10-day period, provided he makes written application for the vacancy the first time he is at the terminal of the assignment.

d) If no written applications are made for temporary vacancy, it will be filled on each trip by the senior freight engineer available at calling time.

e) A vacancy for engineer in regular passenger service occurring at the far terminal will be filled by the first-out qualified pool freight engineer.

f) The foregoing will not apply if and when an extra board is established for passenger service.

g) Road engineers holding temporary yard positions will not be given preference for extra passenger service.

NOTE: Senior available freight engineer is defined as assigned to pool, local, work, helper, and mixed service.

RULE 14. MANNING OF LOCOMOTIVES WHEN DOUBLE HEADING FROM TERMINAL TO TERMINAL

In regular passenger service the regularly assigned crew will man the lead locomotive. In extra passenger service or in the absence of the assigned engineer in regular service, the senior engineer will man the lead locomotive.