

## **RULE 52.**

- a) Calling Crews: The governing factor in making calls will be the time engineer is required to report for duty.
- b) Acknowledgment Of Call: Caller will be provided with a book showing time and for what trains wanted, in which engineers will sign their names and time called; if called by telephone, the caller will make this record.
- c) Calling Limit: Calling limits will be three miles.
- d) Notified Of Probable Destination. Engineers will be notified at the time they are called of the probable destination of the train; it being understood that the person calling may give incorrect information and that there will be no penalty or extra expense to the Company by reason of failure to comply with this rule.
- e) Called And Not Used: When called and not used, engineers will be allowed 50 miles and stand first-out; if held on duty to exceed 4 hours, 100 miles allowed and stand last-out. When senior available freight engineer is called for extra passenger service out of home terminal and not used, and his regular turn departs before he is released, he will be allowed 100 miles. ~~If both called and released before leaving home or place where called, no compensation is due.~~
- f) Time And Mileage Begins And Ends: In all classes of road service an engineer's time will commence at the time he is required to report for duty and will conclude at the time the engine is placed on the designated track or relieved by hostler at terminal.