

GENERAL RULES

RULE 53. FIRST-IN, FIRST-OUT.

a) Engineers on assigned runs will stay with their runs regardless of engine furnished. Engineers in chain gang service will run first-in, first-out and, to preserve this order, it will be permissible to run an engineer out on other than the train for which called, if practicable.

(b)

1. Regular pool freight engineers reaching arrival point first at district terminals will be considered as having arrived "first-in" in determining their position on the board, unless arrival at point of final release is one hour or more later than the following regular pool freight engineer.
2. The final release time of extra engineers in road service at district terminals, Omaha, Kansas City, Denver, and North Platte, Third District, Fourth District, Marysville, will govern their position on the extra board, and at all other district terminals the extra road engineers will establish position on the extra board in the manner as prescribed for regular engineers in Section (b)(1) hereof.
3. Extra engineers in yard service will establish their position on the extra board at the expiration of the normal tour of duty of that particular shift, unless an extra engineer works overtime and final release is one hour or more later than that of the following extra yard engineer, in which event the time of final release will govern position on the extra board.

c) Except as provided in Rule 22, pool freight engineers who have made one turnaround trip out of far terminal, and engineers tied up enroute to far terminal, who have had their rest at tie-up point, will not be called for turnaround trip out of far terminal, if other crews are available.

d) When calling road engineers to deadhead, call engineer first out to deadhead, next engineer to man the train; at final terminal they will be called in same order.

e) When two or more engines are double headed over the district, engineers will register in the relative order in which they stood before commencement of trip.

f) When two road crews are double headed or one crew is used as a helper and one crew is ordered cut out of train, the crew standing first out at the terminal will stay with the train.

g) Engineers picked up enroute and deadheaded or towed into terminal will register in ahead of train engineer. If more than one engineer picked up enroute, engineer having been under pay longest will register in first. Register will govern in all cases.