

PASSENGER SERVICE

Rules 3 through 11 and Rules 12 (a),(c),(d),(f),(g), 13 and 14 pertaining to Passenger Service are retained but not reproduced herein.

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

- 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.

- 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.