

RULE 39 - FIRST IN FIRST OUT

(a) Engineers in pool freight service shall run first-in first-out if rested and available. The tie-up time at the terminal shall govern in determining the order in which engineers shall be called for subsequent service.

(b) When two (2) engineers of the same pool are called for the same train, one to perform service, the other to deadhead, the engineer standing first-out shall deadhead. If both engineers are not on full rest, the fully rested engineer may be used for the service trip.

(c) Engineers assigned to the extra board shall run first-in first-out if rested and available. The tie-up time at the terminal shall govern in determining the order in which extra engineers shall be called for subsequent service.

(d) When two (2) extra engineers of the same extra board are called for the same train, one to perform service, the other to deadhead, the engineer standing first-out shall make an election as to whether he/she shall perform service or deadhead. If both are not on full rest, the fully rested engineer may be used for the service trip.

(e) When two (2) engineers of the same pool or the same extra board arrive at the same terminal, one deadheading, the other in service, the engineer deadheading shall be considered as having tied-up first.

(f) When an extra engineer performs a combination of both road and yard work train service, the time released from duty shall govern in determining the order in which such engineer shall be called for subsequent service in relationship to other engineers of the same extra board who have arrived at the terminal in other classes of service. If no final terminal work train service is performed, the tie-up time shall govern.

NOTE : The term “rested and available” under this rule shall be understood to mean that an engineer shall be “rested and available” eight (8) hours from time tied up where his or her tour of duty was less than twelve (12) continuous hours and ten (10) hours from time tied up where his or her tour of duty was twelve (12) continuous hours.

(g) When two (2) extra road engineers from the same board are called to deadhead on the same train, the engineer standing first-out shall make an election as to which service or run he/she shall be deadheaded to.