**RULE 36-**

**DEADHEADING**

1. Rates for Deadheading: Freight trainmen deadheading on company business will be allowed full freight train rates with a minimum of one basic day, except as provided in paragraphs (b) and (c). First crew out will deadhead and stand ahead of crew they deadhead with.

Extra trainmen deadheading on company business will be paid at rate of service to which deadheaded, and returning will be paid at rate of service from which deadheaded.

1. Deadheading Combined with Service Trip: Trainmen deadheading in connection with a service trip will receive miles or hours, whichever is the greater, it being understood that a minimum of 100 miles shall be allowed, i.e., a crew ordered at The Dalles to deadhead east at 10:00 AM, leave at 10:00 AM, arrive at Biggs at 12:00 Noon, a distance of 17 miles, immediately take charge of a train and go to Hinkle, a distance of 81 miles, arriving there at 8:30 PM. Crew is entitled to 10 hours 30 minutes.
2. Company Business Defined: All deadheading is on company business when it is done at the instance of the company, that is, when a man is notified in any way by the company to deadhead, it is at the instance of the company, and it is company business; this, not to apply to men entering the service and going to some particular point to take service. Deadheading due to the voluntary exercise of seniority rights will not be paid for.
3. Overtime Deadheading: Trainmen deadheading on company business will be allowed overtime.
4. Deadheading Out of Terminal ‑ Priority: When two or more unassigned crews are deadheaded out of an initial terminal or two or more extra men are deadheaded from an extra board, and it is necessary for one or more crews or one or more extra men to be placed in service before arrival at final terminal, the deadhead crew or deadhead extra man standing last out at the Initial terminal at time of call will be taken off first, and crew or extra man standing ahead of them, or either of them, will be next off, and so on to the final terminal.
5. Deadheading Into Terminal ‑ Priority: When deadhead unassigned crews are picked up between terminal s, they will not be set out at intermediate points for service if other crews deadheading on the same train are available, Crews picked up between terminals will stand at final terminal ahead of crews deadheading from initial terminal on the same train, the intent being to permit crews first‑out of the initial terminal to stand ahead of following crews at the final terminal. Where more than one crew is picked up enroute, they wil1, as between themselves, be called out of final terminal in reverse of the order in which they were picked up, if available.
6. Deadhead Arrival Time the Same ‑ Senior Conductor Governs: Unassigned freight crews deadheading into a pool freight terminal will be marked up on the crew board as of the arrival time of the train on which they deadheaded, arrival time as shown on train register to govern.

Where two or more pool train crews are deadheaded on the same train from one terminal to another terminal the crews will be placed on the board at the destination terminal in the same order in relation to each other that they stood on the board at the terminal from which they deadhead. Conductors of crews deadheaded under these conditions will register at the destination terminal in the same order they stood on the board in relation to each other at the initial terminal when called to deadhead and they will be placed on the board in the order they register.

Where two or more crews arrive deadhead at the same time, but on different trains, the crew represented by the senior conductor of the crews involved will be marked up first.

(h) Deadheading- Manner of Registering: Freight crews deadheading into a terminal on a freight train will, if deadhead conductor is not going to register his crew upon arrival of the train, request the conductor of the train on which crew is deadheading, to register for the deadhead crew, and they will be marked up on the crew board in accord­ance with the arrival time of the train. Crews or individuals deadhead­ing into a terminal on passenger trains or buses, or individuals dead­heading on freight trains, will be responsible for registering in, ex­cept, that at points where they arrive at passenger or bus depots not located in close proximity to the crew board or extra board, they may report their arrival to the crew dispatcher by telephone and will be marked up accordingly.

**Interpretations:**

When assignments are actually abolished, not just re-bulletined for seniority choice in compliance with working agreement rules, at points away from the home terminal of the district, trainmen whose runs are abolished will be paid deadhead allowance for trip to the home terminal of the district or to point other than the home terminal of the abolished assignment to exercise seniority. If a trainman whose run is abolished elects to exercise seniority on another run with its home terminal the same as the abolished run he will not be allowed any deadhead payment.

Deadheading by trainmen in the exercise of seniority, either going to point to take service by reason of displacing an assigned trainman at a point away from the home terminal of the district or to take an assignment by reason of being assigned as the result of seniority bulletin or other working agreement requirements will not be paid for; an assigned trainman who is displaced from a regular assignment by a senior trainman exercising seniority on the regular assignment held by the junior man will be paid deadhead mileage from point he is displaced to the home terminal of the district or to another point on his seniority district where he exercises seniority on another regular assignment held by a trainman his junior. A trainman displaced from a regular assignment at a point away from the home terminal of the district will not be paid any deadhead allowance if he elects to exercise his right of displacement on another regular assignment at the same point he is displaced.

In no event will a trainman be paid greater deadhead mileage from point where run is abolished, or from point where he is displaced from a regular assignment than the deadhead mileage to the home terminal of the district.

No deadhead payment will be allowed to a senior extra trainman who displaces a junior extra trainman at an outside point by exercise of seniority in accordance with the provisions of Rule 29(d), Note 3; the extra trainmen instructed by the company to deadhead to an outside point to fill a vacancy will be paid to return to the home terminal of the district if he is displaced by a senior extra trainman as provided after ten days; senior extra trainmen displacing under this rule will not be paid for deadheading in either direction.

The ''home terminals of the district" as referred to in this rule are those terminals defined as such in Rule 11.