

RULE 36. CHANGING ENGINES--INTERMEDIATE AND
FINAL TERMINALS.

Note: This rule does not reflect provisions of the 6/25/64 National Agreement, the 1/27/72 National Agreement and the 8/25/78 National Agreement. These agreements are reproduced in Appendix "C".

Where it is necessary to change engines at intermediate or final terminals where the caboose runs through, no member of the train crew will be required to accompany the engine to or from the train, subject to the following:

(a) At Sidney, Rawlins, Hastings, Beatrice and Sterling, when pilots are not assigned, head brakemen may be required to take train engine or engines from and/or to their train.

(b) When engine lays over at Sharon Springs or Hugo and there is no switch engine on duty, the head brakemen may be required to take the engine to and from the spot track at the roundhouse, for which they will be compensated as follows:

The incoming head brakeman will be allowed the same time as the conductor, and, in addition, will be allowed an arbitrary allowance of five miles.

The outgoing head brakeman will be allowed an arbitrary allowance of five miles independent of the road trip.

(c) Yard pilot may leave outgoing train locomotive on or receive incoming train locomotive from train track, or a track adjacent to, or a track within the immediate vicinity of the inbound or outbound train track.

The head brakeman may on inbound trains remove the train locomotive from the train to a track adjacent to or a track within the immediate vicinity of the train track.

The head brakeman may on outbound trains move train locomotive from a track adjacent to or a track within the immediate vicinity of the train track to the train.

Note: See Appendix "A" - Item 36.