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and
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Advertising
runs

4. All regular runs both Freight and Passenger to be advertised, the proper officer of the Company to decide which runs to be handled by assigned engines, and which runs to be handled by pooled engines, the senior engineer making application shall have preference and shall hold same during life of the current Time Table, unless in cases of promotion or trains being abandoned.

Decision as to
assigned and
pooled engines

in
the
for
or-
first

Manning
work trains

5. Work trains to be manned by Junior Engineers, but in cases where it is known that same is going to be out for a month or more, they shall be advertised, senior applicant to have preference. In all cases where no applications are received, the Junior Engineer to be assigned; in cases where work trains have to be manned differently on account of the Junior Engineer not being available, upon request of the Senior Engineer he shall be relieved as soon as practicable.

Manning
switch engines

6. Switch engines to be manned by the Junior Engineer unless Senior Engineer applies. When switch engines are double crewed, the Senior men to have preference of day work.

Note:—Local Rule "L" to be taken out.

Balance of Local Rules remain same as in effect in Schedule dated July 1st, 1911.

Note:—The above rules for Engineers will not be changed unless on thirty days' notice.

For the Company,
J. J. SCULLY,
Gen'l Supt.

For Engineers,
R. H. COBB,
Gen'l Chairman.

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