

RULE 20. TERMINAL SWITCHING BY ROAD CREWS:

1. Initial Terminal Switching Where Yard Crews Are Not Assigned.

- a) Engineers required to do switching, load or unload stock, etc., within designated points of separation between yard and road, on outbound freight trains, will be paid therefore at pro rata rate on the minute basis and time on road computed from the time required to report for duty less the time allowed for switching. In calculating the time engaged in switching under this rule, it is understood that the time will be continuous from the time the work is begun until it is completed and the train is coupled together. When overtime accrues, computed from time of reporting for duty, the allowance for switching or the overtime, whichever the greater, will be paid.
- b) Where the classification of a through freight is changed to a local freight account doing local work at one or more intermediate points between terminals, the change in classification will not affect the pro rata through freight rate which is to be paid for the initial switching or work service, except when overtime accrues on trip computed continuously from time of reporting for duty, in which case the allowance for the initial switching or work at the pro rata through freight rate, or the overtime at the local rate, whichever the greater, will be paid.

2. Terminal Switching Where Yard Crews Are On Duty.

Road Engine crews will not be required to perform switching at terminals where yard crews are on duty. The following will not be considered switching within the meaning of this Section 2:

- a) Doubling over to the "minimum" number of tracks if the designated track will not hold the entire train provided however that where it is necessary to use two or more tracks to hold the train, it is not required that any track be filled to capacity.
- b) Setting out bad-order cars from their own trains.
- c) Coupling train together to close cuts occasioned by necessity of protecting road crossings.
- d) Cutting train for road crossings.
- e) Cutting train to permit yard crew to take off or put on cars after leaving track on which train assembled, or before reaching designated arrival track. This to be limited to one cut.
- f) Crews on mixed trains picking up or setting out freight or passenger equipment. This to be limited to one set-out or pick-up.

- g) Intermediate yards -- Picking up cars from one track and/or setting out cars on one track, or on and from additional tracks when the designated tracks are not of sufficient length to hold same.

NOTE: In addition to the above, road crews may make one additional pick-up and/or set-out at each intermediate point under the terms of the May 13, 1971 BLE National Agreement.

- h) Switching performed by freight crews as provided in Section 10 of this rule.

- i) After picking up train and commencing outbound trip, may make an additional pick-up of cars within the limits of their initial terminal and set-out cars at one location within the limits of their final terminal in addition to the final yarding of their train. In addition to the above, at Omaha, inbound road crews may set out cars at Summit or 20th Street and 6th Street Yard; road crews may make one set-out of stock at Sidney, Laramie, and Denver; and at Grand Island road crews may set out sugar beets at west stock yards.

- j) Handle engine and caboose in connection with their own train as follows:

Initial Terminal: Take charge of their engine units to be used in their train at the engine house or ready track and handle the engine (units) (including all units connected to the operating unit or units) to the departure track; handle their caboose car and connect it to their own train, except that the crews will not be required to switch out their caboose from the caboose or lay-up track.

Final Terminal: Handle a caboose car of their own train to the caboose or lay-up track and/or couple their own caboose to another outbound train; deliver all units connected to the operating unit or units to the engine house facilities or lay-up track.

NOTE: The foregoing provisions of this Section (j) shall not be construed to change existing rules covering the preparation or laying up of locomotives.

- k) Exchange engine and caboose of own train.

NOTE: The work described in the note to Paragraph (g) and in Paragraph (i) herein shall be restricted to straight pick-ups or set-outs not involving the handling of cars not in their train or to be placed in their train, and the minimum number of tracks will be used provided that the carrier shall have the right to select the tracks used, and provided further that where it is necessary to use more than one such track to hold the cars, it is not required that any track be filled to capacity.

3. Initial Terminal Switching At Terminals Where Yard Crews Are Employed But Not On Duty.

Road engine crews may be required to perform necessary switching in connection with making up their own train, which includes the assembling of all cars to be moved forward in their train and, in addition, may be required to spot important loads that are in the terminal which require spotting before yard crew comes on duty.

Road engine crews performing such service will be compensated therefore on the minute basis at the through freight rate or the yard rate, whichever the greater, with minimum allowance of one hour at 3/16ths of the daily rate per hour, according to class of engine used, independent of the road trip. Time engaged in switching will be calculated from time the work is begun until it is completed and train is coupled together, and time on road computed from the time required to report for duty less the time consumed in switching.

NOTE: At points where yard crew or crews are employed, road crews performing switching service during the second 12-hour period as defined in Article V, Section 5, of the June 25, 1964 National Agreement, will be compensated therefore on the minute basis with a minimum allowance of one hour at the pro rata daily yard rate, provided such switching service would require penalty payment if performed during the first 12-hour period.

4. Final Terminal Switching Where Yard Crews Are Employed But Not On Duty.

Road engine crews may be required to spot rush cars from their own train, deliver rush cars to connecting lines and, in addition, may be required to spot important loads that are in the terminal which require spotting before yard engine comes on duty.

Road engine crews performing such service will be compensated therefore on the minute basis at the through freight rate or the yard rate, whichever the greater, with minimum allowance of one hour at 3/16ths of the daily rate per hour, according to class of engine used, independent of the road trip. Time shall be computed from the time engine reaches designated arrival point until engine is placed on designated track or crew is relieved.

NOTE: At points where yard crew or crews are employed, road crews performing switching service during the second 12-hour period as defined in Article V, Section 5, of the June 25, 1964 National Agreement, will be compensated therefore on the minute basis with a minimum allowance of one hour at the pro rata daily yard rate, provided such switching service would require penalty payment if performed during the first 12-hour period.

5. This rule applies to both through and local freight service, and switching or other work done at initial or final terminal will not change the classification of a through freight train to a local freight train.

6. Road Engine Crews Performing Switching Enroute Where Yard Crews Are Employed But Not On Duty.

- a) At intermediate points where yard crews are employed but not on duty, road engine crews may be required to pick up cars for their train and/or set out cars from their train provided that the minimum number of tracks will be used, with the understanding that the carrier shall have the right to select the tracks used, and provided further that where it is necessary to use more than one such track to hold the cars it is not required that any track be filled to capacity. If the designated track would hold the entire pick-up and/or set-out and the road crew is nevertheless required to use two or more tracks for the pick-up and/or set-out, the road crew will be paid the local freight rate of pay.
- b) Road engine crews may be required to spot important loads from their train or that are in the yard which require spotting before yard crew comes on duty and switch out cars that move forward in their train. Road crews under through freight rate of pay performing such service will be allowed local rate of pay for the trip, except when service is performed at other points enroute which changes the classification of a through freight to local freight, the service performed at station where yard crews are employed but not on duty will be paid for on the minute basis with minimum of one hour at pro rata through freight rate, or the yard rate, whichever the greater, independent of road trip.

7. In yard where continuous yard service is not maintained, yard crews assigned will perform all the service that is available or would become available within 30 minutes from the assigned off duty time for the yard crew, regardless of the fact that such handling may cause the yard crew to work overtime. Yard crews will be required to complete work of making up trains consisting of cars which are in the terminal and available for assembling at expiration of shift.

8. When the total time consumed by road engine crews in switching at terminals where yard crews are employed but not on duty during any spread of hours which can be covered within a shift under the regularly assigned starting time rules for yard service, plus the overtime worked by yard crews during the same hours, amounts to 4 hours or more for 3 consecutive working days, yard crews will thereafter be used to perform such service so long as this amount of switching continues. Actual time consumed in switching will be shown on time slip.

9. When road engine crews are required to perform yard switching other than as provided in this rule they shall be paid therefore at the through freight rate or the yard rate, whichever the greater, on minute basis at 3/16ths of the daily rate per hour according to class of engine used, with one hour arbitrary at 3/16ths of the daily rate, independent of the road trip, and first-out extra yard crew available at such terminal will be allowed a minimum day at yard rates.

10. Except as otherwise provided in this rule, outbound freight crews required to pick up cars, or when additional cars are placed in their train by switch engine, between Council Bluffs and C.G.W. crossing at Summit, or between Council Bluffs and west switch storage track Gilmore, will be allowed terminal time computed from expiration of 30 minutes from time required to report for duty until cabooses crosses C.G.W. crossing Summit, or west switch storage track Gilmore, with minimum allowance of schedule mileage, Council Bluffs to C.G.W. crossing Summit, or west switch storage track Gilmore. Road mileage will begin at C.G.W. crossing Summit, or west switch storage track Gilmore.