

## ARTICLE 29 - ROAD-YARD MOVEMENTS

### Section A - Road-Yard Movements

Art. 36, Sec. A Bkm  
Art. 33, Sec. B Cdr  
Art. 17, Sec. F Bkm  
Art. 36, Sec. B Bkm  
Art. 33, Sec. A Cdr  
Art. 33, Sec. C Cdr  
M/A eff.  
1/16/62 Cdr  
Art. 39 Bkm  
M/A eff.  
7/1/55 Bkm  
M/A eff.  
2/16/59 Bkm  
M/A eff.  
2/1/75 Bkm  
Art. 55 Bkm  
App. Item 2 Bkm  
M/A signed  
6/24/55 Bkm  
M/U eff.  
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App. Item 22 Cdr  
App. Item 26 Cdr  
App. Item 27 Cdr  
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Art. XI, '72 Nat. Agr.  
Art. 44 Cdr  
M/U eff.  
2/20/59 Cdr  
M/A eff.  
2/1/75 Cdr  
Art. X, '78 Nat. Agr.  
REVISED

The limitations contained in the following paragraphs of this Section apply during the time periods in which road crews cannot otherwise perform yard service under the provisions of Section B of this Article.

(1) (a) It is permissible for road crews in yarding trains at terminals where track on which yarded will not hold the entire train to fill that track to capacity and permit the overflow to extend out on the rear, or where track is filled to capacity and rear of train is pulled into clear on track on which yarded the overflow may extend out on head end, provided no doubleover is required of the roadmen.

(b) When a train is yarded in this manner, the entire train will be left intact. No other movement of cars will be required of the road crew in connection with the yarding operation.

(2) Where a doubleover of an inbound train is required of road crew, they will make the doubleover from the head end and it will not be permissible to leave a portion of the train extending out of the track on the rear.

(3) Inbound road crews will not be instructed to stop short of the clearance point. This provision does not apply to "run-through" trains - see Paragraph (5), below.

(4) (Article IX of January 27, 1972 National Agreement, as revised by Article X of the August 25, 1978 National Agreement)

(a) Road freight crews may be required at any point where yard crews are employed to do any of the following as part of the road trip, paid for as such without any additional compensation and without penalty payments to yard crews, hostlers, etc.: one straight pickup at another location in the initial terminal (in addition to picking up train) and one straight setout at another location in the final terminal (in addition to yarding the train); one straight pickup and/or setout at each intermediate point between terminals; switch out defective cars from their own trains regardless of

Ditto

when discovered; handle locomotives to and from train to ready track and engine house including all units coupled to the operating unit (units); pick up and set out cars of their trains from or to the minimum number of tracks which could hold the cars provided, however, that where it is necessary to use 2 or more tracks to hold the train it is not required that any track be filled to capacity; and exchange locomotive of its own train.

Interpretations (FRISCO Agreements):

L/A dated  
5/8/75  
3000-5-General  
JJR/JWR

In connection with that portion of Paragraph 4 (a) which reads:

"Road freight crews may be required at any point where yard crews are employed to do any of the following as part of the road trip, paid for as such without any additional compensation and without penalty payments to yard crews, hostlers, etc.: \* \* \* handle locomotives to and from train to ready track and engine house including all units coupled to the operating unit (units); \* \* \* and exchange locomotive of its own train."

(i) It is permissible for a road crew at points where road crews are restricted from performing yard service (either during the entire day or during a 12-hour period) to make any necessary movements with the locomotive in order to exchange a locomotive or any portion thereof. In other words, it is permissible for the outbound crew to take a locomotive back to the roundhouse to exchange the locomotive for another locomotive, to exchange a unit of the locomotive for another unit, or to add or remove units, all of which constitute "an exchange."

(ii) Taking the locomotive back to the roundhouse or any other location solely for the purpose of servicing, supplying or repairing does not constitute "an exchange" and such movements should be performed by a Yardman in accordance with the Yardmen's Schedule (if a Road Brakeman is required to do so he, but not other members of his train crew, will be entitled to a yard day).

(Article 29, Section A Cont'd)

(iii) With regard to points where road crews are permitted to perform "any yard service," under Sections B (3) and B(5) of this Article, the road crew (usually the Head Brakeman) is permitted to accompany any light locomotive movements within the station or terminal for any reason and this would also include taking the locomotive to the roundhouse for exchange, servicing, supplies and/or repairs, without penalty.

Art. IX of  
1/27/72 Nat. Agr.  
As Revised by  
8/25/78 Nat. Agr.

(b) The foregoing is not intended to impose restrictions with respect to any operation where restrictions did not exist prior to the date of this Agreement. There will be no change in work permitted or compensation paid to combination assignments, such as mine runs, tabulated assignments, etc.

Note: See employee protective conditions contained in Article 11.

(5) Run-Through Trains

(a) Outbound Roadmen may be required to relieve inbound Roadmen at terminals before train is completely yarded and complete the yarding if only a straightaway move is necessary. This will not entitle Roadmen or Yardmen to penalty payment.

(b) If an outbound road crew takes charge of the locomotive on an inbound train before it is completely yarded, or if they take charge of a locomotive that was not detached from the train by the inbound crew after they properly yarded their train, they will be paid initial terminal delay after 30 minutes instead of the 1 hour and 15 minutes specified in Article 31, Section B.

(c) The "straightaway move" limitation contained in Paragraph (5)(a) does not apply to or preclude light locomotive movements in situations where Paragraph (5)(b) is applicable, made by the outbound road crew in order to avoid interference with another crew switching their train or to movements permitted by Paragraph (4), above.

(Article 29, Section A Cont'd)

Interpretations:

Ditto

If a road crew is required to exchange locomotives and/or trains so as to preserve first-in/first-out principle, no penalty payment will result, nor will this exchange result in a penalty payment to Yardmen. This interpretation involves situations where the exchange may result in a crew exchanging a "run-through" train for a non-"run-through" train, or vice versa, and in the event of such an exchange, the crew involved shall be paid initial terminal delay on the basis of the nature of the train on which they depart.

The provisions of Section B of this Article modify and supersede the "straightaway move" limitation at yards where the Carrier may have yard work performed by road crews.

(6) FAYETTEVILLE: Road crews on Ft. Smith Subdivision may set out and/or pick up cars together at Fayette Junction and Fayetteville or Efay when yard crew is or is not on duty. This applies to trains turning as well as trains operating through Fayetteville. First setout and/or pickup, if Fayetteville is the crew's initial or final terminal, is covered by Paragraph (4) of this Section.

(7) The following handling by road passenger crews is permissible and does not constitute yard switching:

Turning train or locomotive on either inbound or outbound trip by heading around leg of wye and backing into or out of station at Joplin, Okmulgee, Wichita, St. Louis and Memphis. At Joplin, picking up and/or setting out cars on rear of train at passenger station; at Jonesboro and Okmulgee, setting train out and picking train up from side or yard track at passenger station.

(8) In all yards, "no bill" cars found in the train after it is made up may be set out by road crews when yard crew is on duty and is not immediately available. In yards listed in Paragraph (9) in the event that a yard crew is not on duty, road crews may set out "no bill" cars found in their trains after the yard crew has gone off duty. Employees

(Article 29, Section A Cont'd)

Ditto

on a road crew making such a setout of "no bill" cars are to be compensated by payment of one hour pro rata road rate of pay independent of all other allowances of their trip, except during the time periods during which road crews can perform any yard service with or without additional payments under the provisions of Section B of this Article.

(9) Except as otherwise provided in Section B of this Article, there will be no less than one regularly assigned yard crew maintained at each of the yards listed except that the minimum at Joplin shall be 2 crews:

|           |                 |               |
|-----------|-----------------|---------------|
| Joplin    | Jonesboro       | *Francis      |
| Muskogee  | *Cape Girardeau | Arkansas City |
| *Okmulgee | Fayetteville    | Paris         |
| Lawton    |                 |               |

\*Indicates that the yard crew has been discontinued under the provisions of Section B.

At Paris, this agreement to maintain a yard assignment applies only during the time the yard is operated under jurisdiction of the SL-SF Railway Company. When Paris yard is under the jurisdiction of the ATSF Railway Company, this Agreement applies to SL-SF Railway Company's road crews in same manner as when the yard is operated under the jurisdiction of the SL-SF Railway Company.

(10)(a) Road passenger crews may handle or change their own road locomotives when a yard crew is not on duty at yards listed in Paragraph (9) and shall be paid for such service on the basis of actual minutes at pro rata rate of pay with a minimum of 15 minutes.

(b) In yards listed in Paragraph (9), when yard crew is not on duty, road passenger crews may be required to handle their own trains or motor cars to and from yards and depot and they shall be compensated for such service on the minute basis with a minimum of 30 minutes pro rata rate of pay independent of the road trip.

(c) When yard crew is not on duty at yards listed in Paragraph (9), road crews on local freight, road switchers or mine switchers may be required to make up their own trains in addition to performing service provided in Paragraph (8). Through freight crews may perform the same service at Francis, Oklahoma, when yard crew is not

(Article 29, Section A Cont'd)

Ditto

on duty. When these moves are made by road crews they shall be paid on a minute basis with a minimum of one hour pro rata road rate of pay independent of allowance for the road trip.

(d) When a yard crew is not on duty at yards listed in Paragraph (9), in addition to setouts or pickups covered by Section A (4) of this Article, road crews may be required to place cars from their own trains containing livestock, perishable freight, and merchandise for delivery to connecting line or lines, or for unloading, and/or picking up cars containing livestock, perishable freight and merchandise to go forward in their own trains, when these cars were not ready for movement or were placed on interchange after the yard crew had gone off duty. When these moves are made by road crews, they shall be paid on a minute basis with a minimum of one hour pro rata rate of pay independent of allowance for their road trip.

(11) Road crews shall not be required to classify their trains en route between terminals of their runs or maintain blocks for their final terminal or beyond.

Exceptions And Interpretations:

1st Div. NRAB  
Awards Nos.  
19770, 19780  
& 22419

Awd. No. 151  
PLB 37  
Awd. Nos. 222  
& 223, SBA 574

See Page 1  
for sources

(a) The above Paragraph (11) does not prohibit the Carrier from requiring a crew to classify cars that they are setting out from their train at an intermediate station on their trip.

(b) The above Paragraph (11) does not prohibit the Carrier from requiring a crew to pick up cars destined to their final terminal or beyond in a block of cars and add them (all together) at any one specified place in their train, e. g., behind their locomotive or behind the short loads and empties.

(c) The above Paragraph (11) does not prohibit the Carrier from requiring a crew to pick up restricted cars, as described in Section C (2) of this Article, in a manner that will comply with placement requirements or limitations.

(d) The above Paragraph (11) will not apply to cars being used by government authorities to transport troops or other government personnel and/or special government material, due to requirement of shipper (government) that such cars be placed in or kept in certain position in train.

Award No. 151  
SBA 574

(12) Road crews may be properly required, when yarding their trains, to keep road crossings and both end-of-yard and interior lead tracks clear of obstructions by making separations in their trains. Outbound road crews may be properly required to couple up such separations in their trains, prior to departure.

Note: Article 39, Section C permits an inbound or outbound crew to make one additional stop to permit Company Mail to be loaded on and/or unloaded from their locomotive or caboose.

See P. 1 for  
Sources

(13) Under the provisions of Article 29, Section A, Frisco road crews operating solid trains out of a foreign carrier's yard may stop on Frisco trackage at the initial terminal to have a yard crew remove or reposition a restricted "high-and-wide" or otherwise restricted car.

(14) When yard work is required of road crews in yards not outlined in this Agreement as permissible and provided for, the road crew performing the work shall receive one day at yard rate of pay in addition to the allowance for the road trip and the Yardmen first-out and entitled to be called for an extra yard crew at the time of the occurrence will be paid a minimum day at yard rate of pay.

Section B - Combination Road-Yard Service

(Article V of the June 25, 1964 National Agreement, except as otherwise indicated )

Indicated

The last yard crew assignment in a yard, or on a shift where more than one yard assignment is employed, may be discontinued under the following conditions: (Yard as used herein is defined to mean a common terminal point where a seniority roster for yard ground men is maintained.)

(1) In the case of the last yard crew assignment in a yard, such assignment may be discontinued if a joint study indicates that the average time consumed in switching is less than 4 hours within a spread of 10 hours for 10 consecutive working days. The 10 hours referred to will begin concurrently with the starting time of the particular yard crew assignment. If switching increases to the point where there is an average of more than 4 hours of such work within any spread of the same 10 hours for 10 consecutive working days, as previously assigned, the yard crew assignment will be restored.

(Article 29, Section B Cont'd)

Ditto

In the case of a yard crew assignment on a particular shift (in yards where more than one yard crew is operated), such yard crew assignment may be discontinued if a joint study indicates that there is an average of less than 4 hours' switching within the spread of 12 hours for 10 consecutive working days, this spread to begin at the starting time of the yard crew assignment which the Carrier seeks to discontinue. In computing the time engaged in switching, only the time consumed by the yard engine the Carrier seeks to discontinue will be considered, subject to the provisions of Paragraph (10) hereof. The same formula will be adhered to in the restoration of the discontinued assignment, using the second 12-hour period as set forth in Paragraph (5).

Note: The studies referred to in this Paragraph (1) shall be conducted in the following manner:

Where a carrier proposes to discontinue the last yard crew assignment in a yard or on a shift where more than one yard assignment is employed, it shall give 10 days' written notice of the proposed discontinuance to the representatives of the employees involved, advising the names of the Carrier's Officials who are designated as its representatives for the purpose of the study, and the date on which the study will begin. At any time prior to the date the study is to begin, the representatives of the employees involved shall advise the Carrier of the names of their representatives for the purpose of the study. If such representatives are not so named, or fail to participate, the study may be conducted by the representatives of the Carrier. In either event, the result of the study shall be binding on the parties for the purpose of this rule.

The same procedure will be adhered to in conducting studies proposed by the representatives of the employees for the restoration of assignments that have been discontinued under the provisions of this Paragraph (1).

(2) The provisions of Paragraph (1) hereof are not intended to impose restrictions in regard to discontinuing yard crew assignments where restrictions do not now exist.



Ditto

Interpretation (FRISCO Agreement):

Adjustment Boards have interpreted this Paragraph (2), and Paragraph (1), above, to mean that a "joint study" (as a condition to be met prior to discontinuing the last yard crew assignment) is required only at those yards that are listed in Paragraph (9) of Section A of this Article.

(3) Road crews may perform any yard service at yards where yard crews are not employed.

(4) Road crews may continue to perform any yard service now permitted, without additional payments, if such payments are not now required.

(5) At points where a yard crew or yard crews are employed, the starting time of the first yard crew assignment shall begin a 12-hour period (herein called the first 12-hour period) within which road crews may not perform yard service not permitted on the day immediately preceding the effective date of this Section B. Road crews may be required to perform any yard service during a second 12-hour period beginning at the expiration of the first 12-hour period provided yard crew assignments are not assigned to start or terminate during such second 12-hour period.

(6) No change in work permitted or compensation paid to combination assignments, such as mine run, tabulated assignments, etc.

(7) Switching service in yards by road crews when yard crew is not on duty, as a result of the discontinuance of yard crew assignment pursuant to Paragraph (1) hereof, shall be paid for on the minute basis, with a minimum of one hour at appropriate yard rates.

(8) If overtime accrues under applicable road overtime rules during the period switching is being performed, such overtime payments will be made in addition to the payments required under Paragraph (7) hereof.

(Article 29, Section B Cont'd)

Ditto

(9) Initial and final terminal delay rules shall not be disturbed by this Section B except that when road crews perform yard service for which they are compensated under the provisions of Paragraph (7) hereof during a period to which initial terminal delay or final terminal delay rules are otherwise applicable, such road crews will be paid either terminal delay or switching, whichever will produce the greater amount of compensation.

(10) The yard switching work for which compensation is previously allowed to road crews for that specific yard work and yard switching work by road crews which required penalty payments to yard crews will be considered switching for the purpose of Paragraph (1) of this Section B.

(11) Every employee deprived of employment as the immediate and proximate application of this Section B, shall be entitled to the schedule of allowances set forth in Section 7 (a) of the Washington Agreement of May 21, 1936; or to the option of choosing the lump-sum separation allowance set forth in Section 9 of said Agreement. In addition to the foregoing, employees who do not elect to accept the lump-sum separation allowance set forth in Section 9 of said Agreement, if qualified, may elect within one year from the date of their furlough to prepare themselves for some other occupation for which training is available (of the type approved by the Veterans Administration under the Veterans' Readjustment Assistance Act of 1952), with the Carrier paying 75 per cent of the tuition costs of such training for a period not exceeding 2 years. Whenever and to the extent that the United States Government makes provisions for retraining out of public funds, the obligation of the Carrier shall be reduced correspondingly. Those employees who elect to accept the lump-sum separation allowance set forth in Section 9 of the Washington Agreement of May 21, 1936 will not be entitled to retraining benefits.

Section C - Station Order

(1) Where possible in making up trains, all short loads and empties shall be switched in station order and placed on head end of train.

(Article 29, Section C Cont'd)

Ditto

(2) Provisions of Paragraph (1) hereof, do not apply with respect to the position in train of so-called high-and-wide loads; car \*'placarded' to move on rear of train, next to locomotive or on head end only; cars which under governmental regulations or laws must be spaced a specified number of cars from the locomotive or caboose; livestock which operating rules require be placed at a certain location in train; open cars (including TOFC cars) with lading that may be damaged by other equipment or lading (such as sand, gravel, creosote, acids, etc.), and so-called "buffer cars" used to facilitate placement requirements or restrictions.

Additional Exceptions And Interpretations:

(a) Cars placarded to move on "head end only" may be placed anywhere within the first 25 cars of the train.

\*(b) Except where such placards are required by law or governmental regulations, in lieu of actually placarding certain cars the Carrier may notify the (head end and rear end) crew, in writing, concerning the placement requirement of a car or cars in their train.

(c) Provisions of Paragraph (1) above, and Paragraph (11) of Section A of this Article, will not apply to cars being used by government authorities to transport troops or other government personnel and/or special government material, due to requirement of shipper (government) that such cars be placed in or kept in certain position in train.

(d) Paragraph (1), above, applies only at the road crew's initial terminal and then, only when it is a terminal at which yard service is maintained.

(e) The "station order" required by Paragraph (1), above, does not have reference to the final destination of the cars but, rather, concerns the station at which the road crew is required to set out the cars.

Awards Nos. 256  
and 264, SBA 574

Award No. 7  
SBA 234

(Article 29, Section C Cont'd)

New

(3) When it becomes necessary to reduce a train after it has departed from the crew's initial terminal, the crew may be required to set out lesser important tonnage, regardless of where located in the train, without penalty.

M/A signed  
6/24/55 Bkm

(4) When trains are not made up in station order as provided in Paragraph (1), and the exceptions contained in Paragraph (2), above, the road crew that handles the train and the Yardmen first-out and entitled to call for an extra yard crew at the time train departs from initial terminal will each be allowed a day at yard rate of pay.