

ARTICLE 34

SECTION A

INTERCHANGE POINTS FOR CONNECTING
LINES

Appendix 5
Modified

The Carrier will designate interchange point for each railroad at each terminal or switching district at first physical point of interchange. It is understood that due to different conditions prevailing at different terminals local committees may enter into local agreements providing for variations from the above.

(Award #129 of P. L. Board No. 37)

The purpose of the above provision is "to prohibit foreign line crews from coming onto Frisco trackage and running through a yard capable of being the interchange point, into a more distant yard. *** We believe that this agreement restricts the authority of the Carrier to designate a point of interchange. It is necessary for the Carrier to designate the first yard entered by the delivering Carrier to be the point of interchange. However, in this dispute, the Carriers are not entering a yard when they enter the physical property. They are entering the Frisco main line, and then the first yard entered is the Rosedale Yard. Therefore, it is permissible for the Carrier to designate that yard as the interchange point."

Article 34 (Cont'd)

SECTION B

Appendix 6 Superseded
by National Agreement

INTERCHANGE

(Article VII of National Agreement of January 27,
1972)

(1) At points where yard crews are employed, road freight crews may be required to receive their over-the-road trains from a connecting carrier or deliver their over-the-road trains to a connecting carrier provided such trains are solid trains which move from one carrier to another intact with or without motive power and/or caboose.

(2) If road crews referred to in Paragraph (1) of this Section B are not required to return or deliver their motive power and/or their cabooses to or from their on or off duty points an alternate means of transportation will be provided.

(3) At designated interchange points, if a carrier does not now have the right to specify additional interchange tracks it may specify such additional track or tracks as the carrier deems necessary providing such additional track or tracks as the carrier deems necessary providing such additional track or tracks are in close proximity. Bulletins specifying additional tracks will be furnished the General Chairman or General Chairmen involved prior to the effective date.

(4) If the number of cars being delivered to or received from interchange tracks of a connecting carrier exceeds the capacity of the first track used, it will not be necessary that any one interchange track be filled to capacity before use is made of an additional track or tracks provided, however, the minimum number of tracks necessary to hold the interchange will be used.

(5) Crews used in interchange service may be required to handle interchange to and from a foreign carrier without being required to run "light" in either direction.

Article 34 (Cont'd)

Work equities between carriers previously established by agreement, decision or practice will be maintained with the understanding that such equity arrangements will not prevent carrier from requiring crews to handle cars in both directions when making interchange movements. Where carriers not now using yard and transfer crews to transfer cars in both directions desire to do so, they may commence such service and notify the General Committees of the railroad involved thereof to provide an opportunity to the General Committees to resolve any work equities between the employees of the carriers involved. Resolution of work equities shall not interfere with the operations of the carriers or create additional expense to the carriers. It is agreed, however, that the carriers will cooperate in providing the committees involved with data and other information that will assist in resolution of work equities.

(6) The foregoing provisions are not intended to impose restrictions with respect to interchange operation where restrictions did not exist prior to the date of this Section B.