

**RULE 82.  
TERMINAL SWITCHING**

The following will govern except as modified by Rule 104:

(a) Except in cases of emergency, conductors and trainmen in through freight service will not be required to make up trains or do switching at points where yard engines are stationed. When emergency requires them to perform such service at terminals, they will be paid therefor in accordance with the following examples; actual minutes to be accumulated.

Either the switching allowance or the overtime based on the total time on duty, whichever is the greater, will be paid.

**EXAMPLE (a):** Required to report at A, 7:00 a.m.; switches at A until 9:00 a.m.; leaves A at 9:00 a.m. and runs to B, 100 miles; relieved at B, 4:00 p.m.

**COMPENSATION** - 100 miles plus two hours' switching - at pro rata rates.

**EXAMPLE (b):** Required to report at A, 7:00 a.m.; switches at A until 9:00 a.m.; leave A at 9:00 a.m. and runs to B, 100 miles; relieved at B, 4:00 p.m.

**COMPENSATION** - 100 miles plus two hours' switching at pro rata rates, such allowance being greater than one hour overtime at one and one-half time.

**EXAMPLE (c):** Required to report at A, 7:00 a.m.; switches at A until 9:00 a.m.; leaves A at 9:00 a.m. and runs to B, 100 miles, relieved at B, 4:20 p.m.

**COMPENSATION** - Either 100 miles plus two hours' switching at pro rata rates or 100 miles and one hour twenty minutes' road overtime at three-sixteenths of the daily rate per hour, because the money value of the pro rata allowance and the money value of the road overtime at three-sixteenths of the daily rate are equal.

**EXAMPLE (d):** Required to report at A, 7:00 a.m.; switches at A until 9:00 a.m.;

leaves A at 9:00 a.m. and runs to B, 100 miles; relieved at B, 5:00 p.m.

**COMPENSATION** - 100 miles plus two hours' overtime at three-sixteenths of the daily rate per hour. In this case the money value of the road overtime at three-sixteenths of the daily rate exceeds the allowance of two hours' switching at pro rata rates.

**NOTE:** 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 train is coupled together.

**(b)** Mine runs, district trains and other service taking pickup, local, road switcher or equivalent to five day yard rates, will not be allowed terminal switching, but such terminal switching will be confined strictly to the picking up from more than one track, when necessary, before starting and doing similar work in disposing of train on return to yard.

#### Interpretation of Rule 82(a) and (b)

**1.** Terminal switching includes all switching except making up trains from more than one track when one track will not hold train to be made up, or disposing of train on more than one track at terminals where one track will not hold train; also setting off disabled cars or cars with hot boxes.

**(c)** Interpretations Applying to Combination, Incidental, and Switcher Service by Road and Yard Crews.

**1.** Except in cases of emergency, in all yards where yard engines are stationed, cars for local points will be grouped in trains in the order in which they are to be set out. This not to apply to mine runs, district runs or to runs receiving the road switcher rate of pay, or equivalent to five day yard rates.

**2.** Road crews required to make a double (which involves what is claimed to be terminal switching) is covered by Interpretation of Rule 82(a) and (b).

**3.** Crews other than passenger required to make short trips outside of terminal before beginning or after completing day or trip will be paid not less than a minimum day, in addition to their regular service from terminal to terminal. Time of succeeding trip in such case begins when relieved of preceding trip. Crews will not be required to make such short trips if other crews are available.

This does not change the present practice of taking trains to or from various yards within a large terminal; for example, Baltimore, Pittsburgh, Wheeling, Cincinnati, etc.

**EXAMPLE 1:** A crew is called for through freight service, B to C and the train for which they are called is delayed at A. They go to A, get train, and on arrival at B, they proceed with train to C, irrespective of first-in, first-out rule. Should be paid not less than a minimum day up to their arrival at B from A, plus not less than a minimum day from B to C.

**EXAMPLE 2:** A crew is called for through freight service from A to C; has been on duty for thirty minutes checking train, etc.; is taken off the through freight and sent to

wreck between A and C, is gone four hours and fifteen minutes. Resumes duty of their first or through freight train on account of no other crew being available. The thirty minutes' time made in first service to be added to the time from A to C in through freight service, making not less than a minimum day in through freight service, plus one minimum day for the trip in wreck service.

If another crew is available, it should be called to take the through freight, in which case the crew which consumed thirty minutes to get their train ready will have said thirty minutes added to their time in wreck service and paid for as such.

If notified on or before arrival at the reporting place that call has been changed from the original call to wreck service, the compensation would be as one service - not less than one minimum day; in other words, if call or service is changed before leaving terminal, it is not to be construed as two classes of service.

If held for orders and not put in service, will be paid as per schedule - called and not used.

**EXAMPLE 3:** A freight train is tied up under the Twelve Hour Law outside of terminal A; this train will be pulled to Terminal A either by road or yard crew. Road crew will be used if it can be so handled without detriment to Company's business and when soured if called for two or more short turn-around trips (this trip) pulling in train, may form apart of the service for the short turn-around call. If not called for short turn-around service, not less than a minimum day will be paid.

**4.** Except in cases of emergency crews in through freight service will not be required to make up trains or do switching at points where switch engines are stationed. (Covered by Rule 82(a)) .

**(d)** Local Cars. All local cars shall be placed in one train when practicable.

**(e)** Applicable to Trainmen only. In doubling movements at initial, intermediate and/or final terminal, a tolerance of one hundred fifty ( 150) feet from clearance point at either end, but not both, will be allowed.

**(f)** Road crews may perform the following work in connection with their own trains without additional compensation:

**1.** Get or leave their train at any location within the initial and final terminals and handle their own switches. When a crew is required to report for duty or is relieved from duty at a point other than the on and off duty point fixed for that assignment and such point is not within reasonable walking distance of the on and off duty point, transportation will be provided.

**2.** Make up to three moves at other location(s) in the initial terminal where yard crews are on duty in addition to picking up the train and up to three moves at other location(s) in the final terminal where yard crews are on duty in addition to yarding the train; switch out defective cars from their own trains regardless of when discovered; handle engines to and from train to ready track and engine house including all units coupled to the operating unit (units); and, in connection therewith, spot, pull, couple, or uncouple

cars set out or picked up by them and reset any cars disturbed. Each of the moves may be any one of the following: pick-ups, set-outs, getting or leaving the train on multiple tracks, interchanging with foreign railroads, transferring cars within a switching limit, and spotting and pulling cars at industries.

3. In connection two moves within switching limits at intermediate points where yard crews are on duty; switch out defective cars from their own trains regardless of when discovered; handle engines to and from train to ready track and engine house including all units coupled to the operating unit (units); and, in connection therewith, spot, pull, couple, or uncouple cars set out or picked up by them and reset any cars disturbed. Each of the moves may be any one of the following: pick-ups, set-outs, interchanging with foreign railroads, transferring cars within a switching limit, and spotting and pulling cars at industries.

4. Perform switching within switching limits at times no yard crew is on duty.

5. At locations outside of switching limits there shall be no restriction on holding onto cars in making set-outs or pick-ups, including coupling or shoving cars disturbed in making set-outs or pick-ups.

6. The crew of an over-the-road solid run-through train may perform one move as prescribed, in addition to delivering and/or receiving their train in interchange.

7. Employees adversely affected by the provisions of this Paragraph (f) shall receive the protection afforded by Article I (except Section 4) of the New York Dock Protective Conditions (Appendix III, F.D. 28250).

((f) from Article IX of the January 27, 1972 National UTU Agreement as amended by Article X of the August 25, 1978 National UTU Agreement, effective September 9, 1978, as amended by Article VIII of the October 31, 1985 National Agreement, and as amended by Article VII of the November 1, 1991 National Agreement.)