

ROAD-YARD MOVEMENTS

Notes:

- In the 1972 National Agreement 1 move was allowed in another **yard**. The moves allowed consisted of a **pick up at the initial terminal** and a **set out at the final terminal**. Both of these moves were in addition to yarding the train in the minimum number of tracks and the handling of the power.
- In the 1978 National Agreement the language from the 1972 of “**in another yard**” was changed to “**in another location**”.
- In the 1985 National Agreement 2 moves were allowed. The moves allowed consisted of 2 **pick ups at the initial terminal** and 2 **set outs at the final terminal**. These moves were in addition to yarding the train. Yarding the train in the minimum number of tracks was removed. Also added was the language “connection therewith, spot, pull, couple, or uncouple cars set out or picked up by them and reset any cars disturbed”.
- In the 1991 National Agreement, with the recommendations of PEB 219, one additional move was added. Also added the language “Each of the moves-those previously allowed plus the new ones-may be any one of those prescribed by the Presidential Emergency Board: **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**. This in turn allows all of the PEB moves at the initial and final terminals, but does limit it to the 3 moves.
- The switching out of BO’s, from your own train, regardless when discovered is allowed by all 4 agreements.

ARTICLE IX - ROAD-YARD MOVEMENTS *(from the 1972 National Agreement)*

Section 1. 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 pick up at another yard in the initial terminal (in addition to picking up train) and one straight set out at another yard in the final terminal (in addition to yarding the train); pick up and/or set out at each intermediate point between terminals; **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 and connected in multiple; 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 two or more tracks to hold the train it is not required that any track be filled to capacity; and exchange engine of its own train.

Section 2. 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.

This rule shall become effective 15 days after the date of this Agreement except on such carriers as may elect to preserve existing rules or practices and so notify the authorized employee representatives on or before such effective date.

ARTICLE X ROAD YARD MOVEMENTS *(from the 1978 National Agreement)*

Article IX, Section 1 of the Agreement of January 27, 1972 is amended to read as follows:

Section 1 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 pick up at another location in the initial terminal (in addition to picking up train) and one straight set out at another location in the final terminal (in addition to yarding the train); one straight pick up and/or set out at each intermediate point between terminals; **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); 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 two or more tracks to hold the train it is not required that any track be filled to capacity; and exchange engine of its own train.

Nothing in this Section 1 is intended to impose restrictions with respect to any operation where restrictions did not exist prior to the date of this agreement.

This Article shall become effective fifteen (15) days after the date of this Agreement.

ARTICLE VIII - ROAD, YARD AND INCIDENTAL WORK *(from the 1985 National Agreement)*

Section 1 - Road Crews

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

(a) 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.

(b) Make up to two straight pick-ups at other location(s) in the initial terminal in addition to picking up the train and up to two straight set-outs at other location(s) in the final terminal in addition to yarding the train; and, in connection therewith, spot, pull, couple, or uncouple cars set out or picked up by them and reset any cars disturbed.

(c) In connection with straight pick-ups and/or set-outs within switching limits at intermediate points where yard crews are on duty, spot, pull, couple or uncouple cars set out or picked up by them and reset any cars disturbed in connection therewith.

(d) Perform switching within switching limits at times no yard crew is on duty. On carriers on which the provisions of Section 1 of Article V of the June 25, 1964 Agreement are applicable, time consumed in switching under this provision shall continue to be counted as switching time. Switching allowances, where applicable, under Article V, Section 7 of the June 25, 1964 agreement or under individual railroad agreements, payable to road crews, shall continue with respect to employees whose seniority date in a craft covered by this Agreement precedes the date of this Agreement and such allowances are not subject to general or other wages.

(e) At locations outside of switching limits there shall be no restrictions on holding onto cars in making set-outs or pickups, including coupling or shoving cars disturbed in making setouts or pick-ups.

ARTICLE VII - ROAD/YARD WORK *(from the 1991 National Agreement)*

Section 1

- (a) Pursuant to the new road/yard provisions contained in the recommendations of Presidential Emergency Board No. 219, as clarified, a road crew may perform in connection with its own train without additional compensation one move in addition to those permitted by previous agreements at each of the (a) initial terminal, (b) intermediate points, and (c) final terminal. Each of the moves-those previously allowed plus the new ones-may be any one of those prescribed by the Presidential Emergency Board: 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.
- (b) The switching allowances referred to in Article VIII, Section 1(d) of the October 31, 1985 Agreement shall continue with respect to employees whose seniority date in a craft covered by this Implementing Document precedes October 31, 1985 and such allowances are not subject to general or other wage increases.
- (c) 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.

Illustrative Road/Yard Questions and Answers

Q1: A road crew at its final terminal delivers cars in interchange and picks up from the same foreign carrier before yarding his train. How many moves are involved?

A: Two, the delivery is one move and the pick up the second.

Q2: A road crew at its initial terminal is required to get its train from three tracks in the same location, where one track would have held the entire pick up. How many moves are involved?

A: One.

Q3: A road crew arrives at its final terminal with four blocks of cars all for foreign carriers. How many deliveries may the road crew make?

A: Three in addition to yarding their train at final terminal.

Q4: What is meant by "multiple tracks"?

A: "Multiple tracks" are more tracks than the minimum number required to hold the cars in question.

Q5: A road crew at its final terminal picks up twenty cars at Yard A, delivers 40 different cars to a foreign carrier then yards its train including the twenty cars picked up at Yard A on multiple tracks in Yard B. How many moves have been made?

A: Three.

Q6: Can a road crew set out in its final terminal and thereafter effect an interchange?

A: Yes.

Q7: Can a road crew (other than an over-the-road solid run through train) when making an interchange delivery or setting out at other than its final yard use multiple tracks to effectuate the move?

A: No. The application of the multiple track move is limited to where the road crew receives its train at the initial terminal and yards its train at the final terminal.

Q8: Railroad A has Railroad B do its switching at City X. What may Railroad A's road crews do at City X?

A: Railroad A's crews may do the same things as any other road crews.

Q9: A road crew at its initial terminal is required to get its train from three tracks because three tracks were required to hold the entire train. Is this considered a move?

A: No. This is a proper double over and does not count as one of the three additional moves permitted.

Q10: The carrier chooses to have a road crew get or leave its train on multiple tracks where a minimum number of tracks were available to hold the train and could have been used. Does this constitute a move so as to permit the road crew two additional moves at the initial or final terminal yard?

A: Yes. The use of multiple tracks is one of the allowable moves.

On August 20, 1993, UTU Assistant President Swert wrote the following to the NCCC Chairman.

Q: Can a road crew at its initial terminal be required to set out a car that has been misplaced in their train (not a bad order) with a yard crew on duty?

A: Yes. Such set-out is permitted and would be counted as one (1) of the three (3) moves road crews may be required to perform at their initial terminal.

I should note to you, however that while agreeing to the above, road crews cannot be required to place this car elsewhere in their train so as to comply with any rules or regulations which place restrictions on the location of certain cars within the train consist.