

## LOCAL FREIGHT SERVICE

RULE 50. RATES OF PAY. (a) See current rate sheets for per mile and per day rates in effect for conductors and brakemen for service paid local or way freight rate. Rate sheets will be maintained to reflect national agreements.

(b) Trains loading or unloading way freight, handling supply trains, working battery cars, spotting stock cars to load or unload, spotting and unloading water cars, doing station switching, or pool freight crews required to place cars on two or more tracks when one track will hold the set out will be classed as local or way freight trains.

Note: This does not apply to through or irregular freight trains setting out or picking up cars at stations, or picking up or dropping tonnage enroute, or loading or unloading small lots of perishable freight. Replacing cars displaced in picking up or setting out cars will not be classed as switching.

(c) Local work will be confined to local trains as far as possible.

(d) Crews on through freight trains will be allowed local rate of pay when they are required to pick up car or cars at one intermediate point and set the cars out at another intermediate point for the convenience of another train subsequently picking up the cars. Local rate will not be allowed when:

(1) Cars are picked up at one intermediate point and set out at another intermediate point account bad order.

(2) Cars are picked up or set out account tonnage.

(3) Cars are picked up at an intermediate point and set out at a diverging point for delivery to a point on a diverging line over which crew making setout does not operate. (A diverging point is understood to mean a junction where two or more lines converge, one or more on which the crew making the set-out does not operate.)  
Example: Cars picked up at Borie and set out at LaSalle, which cars were destined to points between LaSalle and Julesburg.

(4) Cars are picked up at an intermediate point and destined to a point on that district and are set out at other than the destination point to avoid additional stops. Example: Cars picked up at Morgan destined to Aspen and set out at Evanston, to be subsequently moved Evanston to Aspen by the local.

(5) Cars set out as described in Sections (3) and (4) also include cars destined to the crew's terminal or beyond, if such cars are included in the one set-out and handled by crew assigned to local service, in accordance with paragraph (c) of this rule.

(e) Crews in through freight service required to pick up and/or set out a car or cars at three (3) or more intermediate points between terminals in road territory will be paid local freight rates for the entire trip.

Note: See Appendix "A" - Items 50 and 50(a).