RULE 32.  SWITCHING BY ROAD CREWS.  (a) Road crews will not be required to perform switching at terminals were yard crews are on duty.  The following will not be considered switching within the meaning of Section (a) of this rule.

Doubling over if there's no track available of sufficient length in that part of the yard where the train is ordinarily made up or received, to hold the train.

Setting out B.O. cars found in train after engine is coupled to train.  Road crews required to set out B.O. cars at initial terminal where yard crews are on duty will be allowed one-hour arbitrary at the through freight rate.

Coupling train together to close cuts occasioned by necessity of protecting road crossings.

Cutting train to permit yard crew to take off or put on cars after leaving track on which train assembled, or before reaching designated arrival track.  This is to be limited to one cut.

Cruise on mixed trains picking up or setting out freight or passenger equipment.  This is to be limited to one set out or pickup.

Intermediate yards -- Picking up cars from one track and/or setting out cars on one track, or on and from additional tracks where such tracks are not of sufficient length to hold same.

Road crews handling caboose for only convenience at Topeka, Kansas.

Road crews may make one set out of stock at Sydney, Laramie and Denver.

Ellis, Kansas -- Road crews may double merchandise to track No. 3 when yard crew is not on duty.

Sterling, Colorado -- Inbound road crews may make one set out and outbound crews may make one pick up when yard crew is not on duty.

Grand Island, Nebraska --Road crews may set out sugar beets at West stock yards.

Omaha, Nebraska -- Inbound road crews setting out cars at Summit or 20th Street and Sixth Street Yard.

(b) Initial Terminal Switching at Terminals Where Yard Crews are Employed but Not on Duty.  Road crews may be required to perform necessary switching in connection with making up their own train, which includes the assembling of all cars to be moved forward in their own train and, in addition, may be required to spot important loads that are in the terminal, which requires spotting before yard crew comes on duty.

(c) Final Terminal Switching Where Yard Crews are Employed but Not on Duty.  Road crews may be required to spot rush cars from their own train, deliver rice cars to connecting lines and, in addition, may be required to spot important loads that are in the terminal which requires spotting before yard engine comes on duty.

(d) Road crews may place caboose on caboose track or on their training yards were yard crews are not on duty.

(e) A road Crews Performing Switching And Route Where Yard Crews Are Employed but Not on Duty.  A road crews may be required to pick up cars for their train and/or set out cars from their training, spot important loads from their train or that are in the yard which requires spotting before yard crew comes on duty, and switch out cars that moved forward in their train.

(f) In yards were continuous yard service is not maintained, yard crews assigned will perform all the service that is available or would become available within 30 minutes from the assigned off-duty time for the yard crew, regardless of the fact that such handling may cause the yard crew to work overtime.  Yard crews will be required to complete work of making up trains consisting of cars which are in the terminal and available for assembling an expiration of shift.

Overtime work in such instances will not be considered as a violation of section (b) Rule 3.

(g) When the total time consumed by road crews in switching at terminals where yard crews are employed but not on duty during any spread of hours which can be covered with the shift under regularly assigned starting time rules for yard service, plus the overtime work by yard crews during the same hours, amounts to four hours or more for three consecutive working days, yard crews will thereafter be used to perform such service so long as this amount of switching continues.  Actual time consumed switching will be shown on the time slip.

(h) No payments will accrue to yard men account road crews performing service as provided in Rules 9, space 32 and 33 of the trainmen's schedule, but if road crews are required to perform yard switching other than as provided in rules referred to of the train men's schedule, first-out extra yard crew available such terminal will be allowed a minimum day at yard rates.

NOTE:  The provisions of Rule 32 as quoted above do not reflect the amendments thereto contained in Article V of the National Agreement of June 25, 1964 and Article IX of the National Agreement of January 27, 1972.