APPENDIX No. 2
Doubleovers--More Than One Coupling
ODB- 818
Rule 9
February 2, 1956
C 013-23-8-2

Mr. J. H. Watson (CC- Mr. H. E. Nevala
General Chairman, BRT Deputy President, BRT *306* Park Building *306* Park Building
Portland *5,* Oregon Portland *5,* Oregon)

Dear Sir:

Confirming discussion and understanding reached in conference on the subject of road trainmen doubling over to yard their trains at destination terminals where yard crews are maintained; the following is our agreed-upon disposition of the subject:

"Road trainmen required to double over with part of their train on arrival at their destination terminal, where yard crews are maintained, when there are no clear tracks of sufficient length to hold the entire train in the section of the yard where the train is yarded will double over with the necessary number of cars to either another clear track or a track with sufficient room on it to hold their doubleover; if required to double over to a track that has cars in it that requires coupling to cars and shoving to clear the doubleover, such a move will not constitute yard switching, but if required to make more than one coupling of cars already in the track to shove doubleover to clear it will be considered to constitute performance of yard work and subject to penalty payment."

Yours truly,

*S/ 0. H. Newman*

A C C E P T E D:

*S/ J. H. Watson*

*S/ H. E. Nevala*