

ARTICLE III

DEFINING YARD WORK

(a) The following shall be considered yard work, shall be handled by yardmen and shall be compensated for at not less than yard rates.

(b) The switching of all freight and passenger equipment operating exclusively within the switching limits;

(c) The transfer of all freight and passenger equipment operating exclusively within the switching limits;

(d) The handling of all construction and maintenance of way trains operating exclusively within the switching limits;

(e) The handling of all work trains and milk trains operating exclusively within the switching limits;

(f) The handling of all pay car service operating exclusively within the switching limits (by a regularly assigned yard crew);

(g) All pilot service required for yardmen operating exclusively within the switching limits;

(h) Where regularly assigned to perform service within switching limits yardmen shall not be used in road service when road crews are available, except in case of emergency. When yard crews are used in road service under conditions just referred to, they shall be paid miles or hours, whichever is the greater, with a minimum of one hour, for the class of service performed, in addition to the regular yard pay, and without any deduction therefrom for the time consumed in said service.