

IV. YARD SERVICE

ARTICLE 52 BASIC DAY AND OVERTIME IN YARD SERVICE

A. Basic Day

1. Eight (8) hours or less shall constitute a day's work. Time will begin when required to report for duty and end when relieved. Yard crew(s) will go on and off duty as a unit and will begin and end their tour of duty at the same time.

B. Regularly Assigned

1. All time worked in yard service, in excess of eight (8) hours during a single tour of duty shall be paid for as overtime on a minute basis at one and one-half (1½) times the hourly rate.
2. Except when changing off where it is the practice to work alternately days and nights for a certain period, working through two (2) shifts to change off; or where exercising seniority rights from one (1) assignment to another, all time worked in excess of eight (8) hours' continuous service in a twenty-four (24) hour period shall be paid for as overtime, on the minute basis, at one and one-half (1½) times the hourly rate.
3. Regularly assigned Yardmen required to double, or begin an additional shift, in Yard Service within a twenty-four (24) hour period of his assigned on duty time is entitled to time and one-half for that shift.
4. Regularly assigned Yardmen required to work an assignment other than his own which begins work following his regular starting time (Yardman reports for regular assignment and is held off to protect later assignment) is entitled to pay from the time his regular assignment is scheduled to begin work until released from duty.
5. Regularly assigned Yardmen required to work any shift during a 24-hour period which begins prior to his regular starting time is entitled to time and one-half for that shift.
6. In no case shall a regular assigned yardman used off his assignment for other (road or yard) service for any reason be paid less than he would have earned on his regular assignment.

C. Extra Yardmen

1. Except as indicated below or when changing off where it is the practice to work alternately days and nights for certain periods, working through two shifts to change off, or where exercising seniority rights, all time worked in excess of eight (8) hours continuous service in a twenty four (24) hour period shall be paid for as overtime on a minute basis at one and one-half times the hourly rate.

2. In the application of this rule, the following shall govern:
 - a. A tour of duty in road service shall not be used to require payment of such overtime rate in yard service. (The term "road service," as used in this Section, shall not apply to employees paid road rates, but governed by yard rules).
 - b. Where an extra employee commences work on a second shift in a twenty-four (24) hour period he shall be paid at time and one-half for such second shift except when it is started 22 ½ to 24 hours from the starting time of the first shift. A twenty-four (24) hour period, as referred to in this rule, shall be considered as commencing for the individual employee at the time he started to work on the last shift on which his basic day was paid for at the pro rata rate.

D. Hostling Service

Yard crews may perform Hostling Service without additional compensation.

- E. Yardmaster** - If a Yard Foreman (Conductor) performs any of the duties or assumes any of the responsibilities of a Yardmaster, he will be paid not less than two-thirds of one hour's pay in excess of the Foreman's rate.

ARTICLE 53 CALL AND RELEASE

If an extra yard man is called and relieved before he performs service other than to register, check bulletin book, get supplies, etc. he will be paid for all time on duty and in all such cases will be paid for at least four (4) hours and remain first out until fully rested.

ARTICLE 54 OUTSIDE OF SWITCHING LIMITS

- A. Yard Crews** - Yard crews may perform the following work outside of switching limits without additional compensation except as provided below:

1. Bring in disabled train or trains whose crews have tied up under the Hours of Service Law from locations up to twenty-five (25) miles outside of switching limits.
2. Complete the work that would normally be handled by the crews of trains that have been disabled or tied up under the Hours of Service Law and are being brought into the terminal by those yard crews. This paragraph does not apply to work train or wrecking service.

Note : For performing the service provided in 1 and 2 above, yard crews shall be paid miles or hours, whichever is greater, with a minimum of one (1) hour for the class of service performed (except where existing agreements require payment at yard rates) for all time consumed outside of switching limits. This allowance shall be in addition to the regular yard pay and without any deduction therefrom for the time consumed outside of switching limits. Such payments are limited to

employees whose seniority date in a craft covered by this Agreement precedes October 31, 1985 and is not subject to general or other wage increases.

3. Perform service to customers up to twenty (20) miles outside switching limits provided such service does not result in the elimination of a road crew or crews in the territory. The use of a yard crew in accordance with this paragraph will not be construed as giving yard crews exclusive rights to such work. This paragraph does not contemplate the use of yard crews to perform work train or wrecking service outside switching limits.
4. Nothing in this Section will serve to prevent or affect in any way Company's right to extend switching limits in accordance with applicable agreements. However, the distances prescribed in this Section shall continue to be measured from switching limits as they existed as of August 25, 1978, except by mutual agreement.

ARTICLE 55 RUNAROUND

- A. The incidence of extra board runaround claims will be reviewed in the conferences established pursuant to Article 6 in this Agreement to identify and correct any systematic problems.
- B. There shall be no "chain" type payments and not more than one runaround payment for any particular assignment.

Section 1 Regularly Assigned

When a regularly assigned Yardman is not used in his turn through no fault of his own, he will be paid the same amount as earned by the employee who was used on the job.

Section 2 Extra Board

Yard extra board employees who are available and not called in the correct order ("runaround") in accordance with the procedures in this Agreement will be paid one half (1/2) of the basic day payment in addition to any other GEB earnings, and shall maintain their position on the extra board.

ARTICLE 56 WORK TRAINS – SELF PROPELLED MACHINES

Yard Work Trains

- A. When it is known that work trains will be worked for at least four (4) days a week or if worked extra for four (4) days during any week, the run will be listed consistent with Article 11 Electronic Bid System. Such assignments will not be subject to force assignment.
- B. Work trains within yard limits will receive yard rates of pay.

- C. Yard Trainmen used in work train service will be paid pro rata rate on a minute basis with a minimum of one (1) hour. This payment will be above all earnings made on that particular tour of duty.
- D. An extra Trainmen used in Yard Work Train Service will receive time and one half for a second tour of duty within 22½ hours and qualifies for all other provisions of the overtime and holiday Articles of this Agreement.

Questions and Answers

- Q-1: How will extra work train service, including hours of service relief service of work trains, be protected?
A-1: Extra board Trainmen will be used for all work train service, including hours of service relief if a crew has to be called.
- Q-2: May work trains (road/yard) be used in revenue service?
A-2: No, however if used to perform revenue service during their tour of duty, work train Trainman will be allowed a penalty day's pay in addition to their normal earnings, without deduction therefrom.
- Q-3: May a four (4) day work train work Monday, Wednesday, Friday and Sunday?
A-3: No, the four (4) days must be consecutive.

Self Propelled Machines

A yard conductor (Foreman) will be employed on on-rail self-propelled vehicles or machines operating within general switching limits provided such machines have sufficient power to move freight cars.

ARTICLE 57 WORK WEEK

Section 1 Assignment(s)

- A. Yardmen shall be assigned for a fixed period of time, which shall be for the same hours daily for all regular members of a crew. So far as it is practicable, assignments shall be restricted to eight (8) hours' work. This section does not apply to non-conventional assignments such as but not limited to three and four day assignments advertised to work in excess of eight (8) hours as outlined in Section 4 of this Article.
- B. Yardmen held on duty and required to work more than thirty (30) minutes beyond the eight (8) hour tour of duty contemplated in the above paragraph, when working an assignment that is relieved by a crew on a like assignment on the next shift using the same engines, will be paid a basic day's pay above and beyond the earnings of their assignment. The crew on the next shift scheduled to relieve him must be available and ready to perform service when the Yardman reaches the designated relieving point. It should be understood that Supervisory Officers of CSXT have the obligation to relieve such Yardman when the Yardman's eight (8) hours expire while working or passing

within a reasonable walking distance of the designated point for going off duty and the relieving crew is available.

- C. When an extra yard assignment has been worked on three (3) consecutive days or any five (5) days out of seven (7) during a seven (7) day period beginning at 0001 on Tuesday through 2359 on the following Monday at the same starting time and same terminal, or within the eight hour period subsequent thereto and in the same assigned limits, a new assignment will be shown on that weeks' EBD for bid and claim in accordance with Article 11 Electronic Bid System.

Section 2 Starting Time

- A. Regularly assigned yard crews shall each have a fixed starting time, and the starting time of a crew will not be changed without at least forty-eight (48) hours' advance notice. Practices on individual roads as to handling of transfer crews are not affected by this Section 2.
- B. Where three 8-hour shifts are worked in continuous service, the time for the first shift to begin work will be between 0630 and 0800, the second shift 1430 and 1600, the third 2230 and 0000.
- C. Where two shifts are worked in continuous service, the first shift may be started during any one of the periods named in Paragraph B.
- D. Where two shifts are worked not in continuous service, the time for the first shift to begin work will be between the hours of 0630 and 1000 and the second not later than 2230.
- E. Where an independent assignment is worked regularly the starting time will be during one of the periods provided and consistent with Paragraphs B, D, or F.
- F. At points where only one yard crew is regularly employed, they can be started at any time subject to Paragraph A.
- G. Ten (10) percent of the yard assignments at each Terminal, with a minimum of one (1) may be assigned with starting times other than those outlined in this agreement. The General Chairman and the HDO may increase the percentage outlined herein by mutual agreement.
- H. Where mutually agreeable, on account of conditions produced by having two standards of time, starting time may be changed one hour from periods above provided.

Section 3 Five-Day Work Week

- A. The term "work week" for regularly assigned employees shall mean a week beginning on the first day on which the assignment is bulletined to work, and for extra or unassigned employees shall mean a period of seven (7) consecutive days starting with Saturday.

- B. 1. When service is required by the Company on days off of regular assignments it may be performed by other regular assignments, by regular relief assignments, by a combination of regular and regular relief assignments, or by extra employees when not protected in the forgoing manner. (This does not disturb rules or practices involving the use of emergency employees or unassigned employees). Where regular relief assignments are established, they shall, except as otherwise provided in this rule, have five (5) consecutive days of work, designated days of service, and definite starting times on each shift within the time periods specified in the starting time rules. They may on different days, however, have different starting times within the periods specified in the starting time rules, and have different points for going on and off duty within the same seniority district which shall be the same as those of the employee or employees they are relieving, except that in a seniority district having more than one extra board, such relief assignments as are established will be protected from the territory allotted to a particular extra board.
 2. Where regular relief assignments cannot be established for five (5) consecutive days on the same shift within the time periods specified in the starting time rules, as provided in Paragraph B (1), such assignments may be established for five (5) consecutive days with different starting times on different shifts on different days, within the time periods specified in the starting time rules, and on different days may have different points for going on and off duty in the same seniority district which shall be the same as those of the employee or employees they are relieving, except that in a seniority district having more than one extra board, such relief assignments as are established will be protected from the territory allotted to a particular extra board.
 3. After the starting times and days of service have been established, changes therein may be made only in accordance with schedule rules.
 4. The initial paragraph of the Yard Section providing for assignments of crews for a fixed period of time which shall be the same hours daily, will be relaxed only to the extent provided in Paragraphs B. (1) and (2) above.
- C. Regularly assigned and extra yard service employee(s) who work more than five (5) straight time shifts beginning at 0001 hours on Saturday and continuing through 2400 hours on Friday shall be paid one and one half time the basic straight time rate for such service.

Section 4 Four Day & Three Day Work Rest Assignments

The following will apply at locations where this Section 4 is implemented:

- A. Existing 5-day work-week rules in conflict with this agreement are suspended upon implementation of this understanding for the purpose of applying the following rules. Where 5-day work-week rules are not in conflict with this understanding, they shall remain in full force and effect. Employees working under the following rules will be considered as full-time employees and will retain all benefits and allowances related thereto.

Item 1 Cycles – Starting Times

1. There will be two cycles created, designated “morning” and “evening”.
2. Assignment starting time in the “morning cycle” is between 0600 hours and 0900 hours.
3. Assignment starting time in the “evening cycle” is between 1800 hours and 2100 hours.
4. Starting times for all other jobs will remain within the calling cycle provided for in this Agreement.

Item 2 Assignments

1. 4-day assignments work Monday through Thursday.
2. 3-day assignments work Friday through Sunday.

Item 3 Rest Days

1. Four (4) day assignments will have Friday, Saturday and Sunday as rest days.
2. Three (3) day assignments will have Monday, Tuesday, Wednesday and Thursday as rest days.

Item 4 Shifts

1. Four (4) day assignments are assigned to work four (4) ten (10) hour shifts.
2. Three (3) day assignments are assigned to work three (3) shifts up to twelve (12) hours.
3. Trainmen may be required to work twelve (12) hours a shift.

Item 5 Rates of Pay

1. Four (4) day assignments will be paid a minimum of 10 hours straight time for each day worked and overtime will begin after 10 hours on duty.
2. Except as provided in paragraph 3 herein, three (3) day assignments will be paid a minimum of 13 hours and 20 minutes straight time for each day worked and overtime will begin after 12 hours on duty.
3. Employees assigned to three (3) day assignments and who mark off for non compensated reasons in the workweek, will be compensated for time worked on a daily basis at straight time rates, except when held off for company business.

Item 6 Seniority Moves

1. Trainmen taking an assignment in any class of service (extra board considered as an assignment) at points where this agreement is in effect, will be required to remain on such assignment for a period of fourteen (14) days.
2. Monday will be considered the start of the workweek for both four (4) day and three (3) day assignments.
3. These assignments can only be claimed at the start of a workweek.
4. Trainmen holding these assignments can only be displaced from these assignments on the last day of the workweek. (Sunday)

Item 7 Extra Board Employees

1. Extra board employees called to work either a three (3) or four (4) day assignment will be paid the rate of the assignment outlined in Item 5.

Item 8 Personal Leave Days, (PLD) – Single Day Vacations (SDV)

1. A Trainman assigned to either a three (3) or four (4) day assignment who takes a PLD or SDV during their workweek will be paid two (2) days pay at the basic yard rate.
2. PLD and SDV taken on off days by a Trainmen working under this agreement will continue to be paid eight (8) hours at the straight time yard rate.
3. PLD and SDV will continue to be credited for vacation purposes as current rules provide.

Item 9 Weekly Vacation – Vacation Credits

1. Trainmen/Yardmen covered under this agreement will receive no less than five (5) days of credit vacation qualifying for each full workweek of attendance. Vacation credits will be pro-rated on a daily basis for employees not working an entire workweek.
2. For the purpose of this agreement all vacation will start on Monday and end on Sunday.
3. All other vacation rules not in conflict with the intent of this agreement remain in effect.

Section 5 Advancing Traffic

It is not intended to allow the use of a yard crew to advance a road train from inside the terminal to a location outside of yard limits for any purpose if road crews are available. If so used, a basic day's penalty at pro rata rate will be paid above and beyond all earnings of the assignment.

Section 6 Extra Boards

- A. Yard extra boards shall be guaranteed as outlined herein and shall be regulated by the Company. Where guaranteed combination road/yard extra boards are established they will be governed by the Guaranteed Extra Board provisions for Road GEB's.
- B. Positions on yard guaranteed extra boards will be advertised with one (1) specified off day each week in accordance with applicable schedule rules.
- C. Guarantee extra boards will be weekly rated and each Yardman assigned to a GEB shall be eligible for the current applicable guarantee rate for the extra board, if applicable. Locations that have a bi-weekly rated rate will have such rate divided by two to determine the weekly rate. All compensation paid by the Company to Yardman while assigned to a GEB in a weekly period will be credited toward the guarantee, excluding personal automobile mileage allowances, company approved expenses and payments that involve an alleged violation of this Agreement, such as runarounds, etc.
- D. Extra board employees shall be used on a first-in first-out basis.
- E. An extra board employee who misses a call will maintain his position on the extra board and must remain off until the employee protecting the call completes the assignment.
- F.
 - 1. An extra board employee who marks off for any non compensated reason, will maintain his position on the extra board and if his position has become first out, it will remain first out until he reports and is called for service.
 - 2. Employees marking off for a compensated day or an assigned off day will be automatically marked up and placed to the bottom of the board at the expiration of that day(s).
 - 3. An extra board employee on other than an assigned scheduled rest day or compensated days such as PLD or daily vacation and who miss a call, or are unavailable to protect their turn when it is called will forfeit the weekly guarantee for that week.

Note 1: Local Union Officers marked off on Union Business, who fail to perform any service during the weekly period, will forfeit all guarantees for that weekly period. Local Chairmen and union officers (where appropriate) marking off on Union Business will otherwise only be charged 1/6th of the full weekly guarantee for each twenty-four (24) hour period (if their turn would have been called). Subject to the provisions of Article 26, C, Local Union Officers marked off on Union Business on Friday, Saturday, Sunday or Monday will

forfeit one half (1/2) of their guarantee for each day absent. Unusual circumstances will be addressed between the General Chairman and the HDO, or their designees.

Note 2: Yardmen marked off for military duty, will only be charged 1/6th of the full bi-weekly rate for each twenty-four (24) hour period. A Yardmen will not be penalized the one-half (1/2) offset against extra board guarantee when performing military service on the weekend (Friday, Saturday, Sunday or Monday). Proper documentation will be required when requested. A pro-rata offset of 1/6th will be assessed. Yardmen on extended military leave such as deployment or those re-called to full time military service will be handled in accordance with CSXT military leave policy.

Note 3: Yardmen observing a period of extended (48-hour or 72-hour) rest in order to comply with the Rail Safety Improvement Act (RSIA) will not as a result thereof have their guarantee reduced. However, in any bi-weekly pay period, all earnings that could be credited toward the guarantee (as identified in Item 1 of this Part G) that are in excess of the applicable guarantee during either week of the pay period, may be considered and applied in the calculation of that Yardmen's guarantee during the other week of the same bi-weekly pay period.

Example: A Yardman earns \$900.00 in the first week of a bi-weekly pay period and \$600.00 in the second week of the same bi-weekly pay period. The weekly guarantee is \$800.00. Thus, for calculation purposes only, the \$100.00 in excess of the guarantee that was earned in the first week will be added to the earnings in the second week, resulting in the guarantee due for the second week being reduced to \$100.00. The same earnings offset would be applied if the weekly earnings had been reversed (i.e., the \$100.00 offset would be rolled back to the first week's guarantee calculation.)

This earnings offset provision is for guarantee calculation purposes only, and applies only when an extra board employee observes an FRA mandated extended rest period. Application of the earnings offset is limited to each individual bi-weekly payroll period, and shall not be carried over to a subsequent payroll period. Any disputes as to the application of this provision shall be promptly referred to the Disputes Resolution Committee.

- G. An employee force assigned to an extra board position or displaced from an extra board position will be credited with a full day of availability for the day of assignment to or displacement from the extra board position.
- H. Extra yard jobs called outside the calling cycle identified in Section 2 of this Article will have their pay revert back to the last starting time of the previous shift. This paragraph will not affect Hours of Service provisions.

I. When there is a vacancy on a regularly assigned yard job, the vacancy will be filled as follows:

1. Switchman on the assignment stepped up to work as yard foreman; if none,
2. First-out employee on the yard extra board; if none,
3. Call from the Furlough Retention Board; if none,
4. Employees who are on their off day and have volunteered to protect service; if none,
5. If there is a need for an employee to work four hours or less, the work will be offered in seniority order to employees working in yard service (with the junior employee forced). In the application of this paragraph number 6, the Company will be held harmless with respect to any penalty claim. Alleged abuses of this provision will be reviewed by the DRC; if none,
6. The nearest supply point via highway miles.

Note: In the application of sub-paragraph I. 6. above, Trainman called to fulfill the provisions of Sub-paragraph 3. hereof will only be used on a tour of duty basis and these earnings will not be used against their guarantee.

QUESTIONS AND ANSWERS

Q-1: When will the specified off day begin and end?

A-1: The off day will be a calendar day (midnight to midnight), or a period of twenty-four (24) hours from the time relieved or time of return to the extra board location. The employee will first stand for a call at 0001 for 0200.

Q-2: Will an extra board employee be considered available for service on the day preceding his off day if the call for duty will result in the employee going on duty on his designated off day?

A-2: No. If the employee will not be on duty, or under pay, prior to midnight on the day preceding his off day, he will not be considered available for service. (i.e. if the employee is called for duty that begins prior to 0001 the employee must accept the call).

Q-3: May an employee waive or elect not to take the assigned off day?

A-3: No.

Q-4: If an employee marks off prior to the beginning of his off day, and marks up at the end of his off day or later, where will he be placed on the board?

A-4: He will retain his position on the board and if his position has become first out, it will remain first out until he reports and is called for service.

Q-5: May a yard extra board employee move to another extra board position with a different off day?

A-5: Yes, in accordance with EBS.

Q-6: What is the off day for a position being added to the bottom of the board?

A-6: It will be determined by the Company.

Q-7: Are yard extra board employees who have worked five (5) straight-time days in a week required to remain available?

A-7: Yes, employees shall be called in order of their standing on the board, except on their off days.

Q-8: If an employee in yard service is on the extra board for three (3) days and is on vacation the rest of the pay period, how will he be treated for guarantee purposes?

A-8: His guarantee will be computed by multiplying the number of days he was available on the board times the amount specified in the Agreement for prorating the guarantee of an employee who is not on the board for the full period.

Q-9: If an employee on an extra board marks off, but marks back up before his turn is called, will this affect his guarantee?

A-9: No. If the time he was off does not cause him to miss a call for service, there is no penalty.

Q-10: Will holiday pay and personal leave day pay be included in computing an employee's earnings for the pay period?

A-10: Yes, because employees absent for these reasons are still considered "available" for calculation of extra board guarantee.

Section 7 Meal Period

- A. Yard crews will be allowed twenty (20) minutes for lunch between 4.5 and 6 hours after starting work without deduction in pay.
- B. Yard crews will not be required to work longer than six (6) hours without being allowed twenty (20) minutes for lunch, with no deduction in pay or time therefore.
- C. Yardmen will be allowed a reasonable period of time and in no event less than twenty (20) minutes for a second lunch period when they are required to work in excess of five hours and forty minutes after the expiration of the first lunch period, without deduction in pay.
- D. Yardmen not granted a lunch period in accordance with Paragraph A. will be allowed twenty (20) minutes at pro rata rate in addition to their other earnings. Yardmen not granted, their second lunch period in accordance with Paragraph B above will be allowed twenty (20) minutes at the overtime rate in addition to their other earnings. Yardmen paid such penalty will still be allowed not less than twenty (20) minutes in which to eat without deduction in pay before being relieved.
- E. The time for meal periods is to be calculated from the time fixed for the crew to begin work as a unit without regard to preparatory or individual duties.
- F. If a Yardmen is not provided an opportunity to take lunch where sanitary facilities and utilities are available, but is required to remain on the locomotive for lunch he will not be considered as having properly taken lunch under this rule, and payments described in this Article will be paid.
- G. Yardmen not tied up for lunch at a location within reasonable walking distance to an on/off duty location or at another location where sanitary facilities and utilities are

available such employees will be provided “suitable transportation” to such location, where circumstances permit.

ARTICLE 58 YARD TERMINALS

The following are recognized yard points on the former territories:

Section 1 Terminals

| Former AWP | Former C&O | Former LN & NC&StL | Former SCL |
|-----------------------|---|--|---|
| Montgomery Atlanta | <p><u>District 1:</u> Newport News Richmond Gladstone Charlottesville</p> <p><u>District 2:</u> Lynchburg Clifton Forge Covington</p> <p><u>District 3:</u> Hinton Quinnimont Rainelle Raleigh Handley</p> <p><u>District 4:</u> Elk Run Jct South Charleston Danville Peach Creek Huntington Russell Paintsville Martin Shelby</p> <p><u>District 5:</u> Cincinnati</p> | <p>*currently no yard jobs</p> <p><u>Consolidated Alabama</u> Birmingham Decatur Montgomery Flomaton * Mobile New Orleans Pensacola</p> <p><u>Consolidated Tennessee</u> Memphis Jackson Bruceton * Nashville Chattanooga Bowling Green Etowah Knoxville Erwin Kingsport Johnson City * Spartanburg *</p> <p><u>Consolidated Kentucky</u> Evansville Atkinson * Guthrie * Owensboro Louisville Ravenna * Hazard * Corbin Loyall *</p> | <p><u>District 1:</u> Charlotte Fayetteville Hamlet Hopewell Richmond Rocky Mount Wilmington</p> <p><u>District 2:</u> Athens Atlanta Augusta Bainbridge Brunswick Charleston Columbia Dothan Florence Greenwood Jacksonville Manchester-LaGrange Savannah Tallahassee</p> <p><u>District 3:</u> Lakeland Miami Tampa Thomasville Waycross</p> |

Section 2 Switching Limits

- A. 1. Except as provided in Paragraph B. hereof, where the Company does not have the right to change existing switching limits where yard crews are employed and considers it advisable to change the limits, it shall give notice in writing to the General Chairman of such intention, whereupon the Company and the General Chairman shall, within thirty (30) days, endeavor to negotiate an understanding.
 - 2. In the event the Company and the General Chairman cannot so agree on the matter, the dispute shall be submitted to arbitration as provided for in the Railway Labor Act, as amended, within sixty (60) days following date of last conference. The decision of the Arbitration Board will be made within thirty (30) days thereafter. The award of Board shall be final and binding upon the parties and shall become effective thereafter upon seven (7) days' notice by the Company.
- B. This Article shall in no way affect the changing of yard or switching limits at points where no yard crews are employed.