AGREEMENT
between the
UNION PACIFIC RAILROAD COMPANY
Northwestern District - Oregon Division
and the
UNITED TRANSPORTATION UNION - C & T Divisions

RECITALS

Paragraph (a) of Rule 8 -- Final Terminal Delay -- of the Agreement between the Company and the Organization effective October 1, 1975, provides in part as follows --

"(a) Final Delay: In freight service final terminal time shall be computed from the time the engine reaches designated switch "**"."

Paragraph (c) of Rule 8 reads, in pertinent part, as follows--

"(c) The points where final terminal delay time begins in freight service are as follows:

<table>
<thead>
<tr>
<th>Terminal</th>
<th>Oprg Sdvn</th>
<th>WESTWARD East Point</th>
</tr>
</thead>
<tbody>
<tr>
<td>Albina</td>
<td>4th</td>
<td>MP 4.2 (Via Kenton Line St. Johns Jct.)</td>
</tr>
</tbody>
</table>

Note 2 following paragraph (c) also provides --

"Note 2: On the Fourth Operating Subdivision for trains yarded at Collins final terminal delay time commences at MP 6 (Collins)."

Under the quoted agreements, a problem arises in the calculation of final terminal delay time for those crews arriving Albina from the East over the Kenton line on so-called run-thru trains, i.e., trains
that operate through to Argo, and who, as a consequence, may be relieved 
short of arrival at Mile Post 6. Therefore,

**IT IS AGREED:**

In the application of Rule 8, for those Fourth Subdivision 
crews arriving Albina over the Kenton Line and for whom final terminal 
delay would ordinarily commence at Mile Post 6 (Collins), final terminal 
delay time will commence when the train has been stopped for the express 
purpose of changing crews.

Example 1: A thru train with no work, stops at Mile Post 6 
(Collins) to make crew change. Final terminal delay will 
commence upon stopping at Collins.

Example 2: Train has a meet at Champ, and makes a setout at 
Kenton and changes crews at Kenton. Final delay would 
commence when crew is relieved.

Example 3: Train sets out at Kenton and then pulls down to 
Collins to effect crew change. Final delay would commence 
upon stopping at Collins.

**NOTE:** Crews affected by this agreement will advise train 
dispatcher of time stopped for crew change for purpose of 
beginning final delay.

This agreement, which is in settlement of the dispute growing 
out of the notice served by the Organization on August 1, 1984, shall 
become effective January 1, 1985 and shall remain in effect until changed 
or modified in accordance with the provisions of the Railway Labor Act, 
as amended.

Dated at Portland, Oregon this 7th day of December, 1984.

**UNITED TRANSPORTATION UNION:**

**UNION PACIFIC RAILROAD COMPANY:**

General Chairman, C&T Divisions

Director of Labor Relations, NMD

APPROVED:

**Vice President, UTU**
December 12, 1984

ODB-4790
LR 013-17-15

Mr. L. L. Nelson
General Chairman, UTU C&T
936 SE Ankeny Street, Suite F
Portland, Oregon 97214

Dear Mr. Nelson:

This has reference to the agreement dated December 7, 1984 relating to final terminal delay for freight crews arriving Albina over the Kenton line, and more particularly Example 2 which reads as follows --

Example 2: Train has a meet at Champ, and makes a setout at Kenton and changes crews at Kenton. Final delay would commence when crew is relieved.

It is understood that the expression, "Final delay would commence when crew is relieved," means that final delay will commence after the work has been completed and the train has been put back together and the crew is ready for a crew change.

Yours truly,

[Signature]

ACCEPTED:

[Signature]

General Chairman, UTU C&T