ITEM 32(a)

A g r e e m e n t

between the

Union Pacific Railroad Company‑Eastern District

and the

Brotherhood of Locomotive Firemen and Enginemen

Order of Railway Conductors and Brakemen

Brotherhood of Railroad Trainmen

Rule 19(f) of the agreement with the Brother­hood of Locomotive Firemen and Enginemen, and Rule 32(f) of the agreement with the Order of Railway Conductors and Brakemen and Brotherhood of Rail­road Trainmen read in part as follows:

 "Where yard crews are assigned but not on duty, road crews may -

 3. Inbound road crews may make one set out and outbound crews may make one pick up at Sterling.

 Road crews performing such service will not be entitled to penalty payments prescribed in this rule."

 Under present application of Schedule Rules road crews who set out cars upon arrival at Sterling receive additional compensation in the form of final terminal delay, however, the out­going road crew when making a pick up and in some instances disturbing cars in making such pick up receive no additional compensation if the engine and train crews perform the service within 1 hour 15 minutes and 30 minutes, respectively, from the time called to report for duty.

 It is agreed effective September 1, 1959:

 1. Road crews at Sterling at the commence­ment of shift required to pick up cars and in some instances disturb other cars in making the pick up will be compensated at pro rata rate of pay on the minute basis for actual time consumed, except there shall be no duplication of payment for initial terminal delay time and time under this agreement.

2. This agreement is not applicable to runs of less than 100 miles.

Dated at Omaha, Nebraska, this 25th day of August, 1959.