

A G R E E M E N T  
between the  
UNION PACIFIC RAILROAD COMPANY  
(Territory Los Angeles-Salt Lake City)  
and the  
ORDER OF RAILWAY CONDUCTORS AND BRAKEMEN  
BROTHERHOOD OF LOCOMOTIVE ENGINEERS  
BROTHERHOOD OF LOCOMOTIVE FIREMEN AND ENGINEMEN  
BROTHERHOOD OF RAILROAD TRAINMEN

(LT 4065  
LE 2827)

- - - -

The various agreements applicable to employes represented by the organizations parties to this agreement, provide that:

"Where \* \* an industry desires to locate outside of existing switching limits at points where yard crews are employed, the company may assure switching service at such location and may perform such service with yard crews \* \* provided the switch governing the movement from the main track or tracks serving such industry is located at a point not to exceed four miles from the then existing switching limits \* \*."

For application of this rule the parties agree at yards where yard crews are employed the point or points where the "four miles" limitation begins should be stipulated. This agreement is made for that purpose.

The limits of the switching district at points where yard crews are employed are stipulated as follows:

LOS ANGELES

Eastward - Main Line	M. P. 6.57
Southward - San Pedro Branch,	
Southern Avenue	M. P. 8.26
Northward - Pasadena Branch	Avenue 35

YERMO

Eastward	M. P. 164.42
Westward	M. P. 161.02

LAS VEGAS

Eastward (Extreme east switch)	M. P. 335.33
Westward	M. P. 331.598

MILFORD

Eastward (Extreme east switch)	M. P. 579.04
Westward (Extreme west switch)	M. P. 575.26

2-E

83-2

PROVO

Eastward	M. P. 759.0
Westward (Extreme west switch)	M. P. 749.25

SALT LAKE CITY

Provo Subdivision	M. P. 786.35 (Just west of Sandy)
-------------------	--------------------------------------

Second Subdivision	M. P. 780.74
--------------------	--------------

The movement by yard crews beyond the limits above stipulated incident to the performance of yard switching work shall not be construed as affecting the rights of either yard or road service employees. For illustration, the designated westward limit at Provo is the extreme west switch. A yard crew moving over the main track with an engine and cut of cars westward beyond this switch a sufficient distance to clear the switch and thus permit utilization of the switch for eastward movement onto the adjacent track shall not be considered an infringement.

Dated at Salt Lake City, Utah, this 16th day of January, 1959.

FOR THE ORDER OF RAILWAY CONDUCTORS  
AND BRAKEMEN:



General Chairman

FOR THE UNION PACIFIC RAILROAD  
COMPANY:



Assistant to Vice President

FOR THE BROTHERHOOD OF LOCOMOTIVE  
ENGINEERS:



General Chairman

FOR THE BROTHERHOOD OF LOCOMOTIVE  
FIREMEN AND ENGINEMEN:



General Chairman

FOR THE BROTHERHOOD OF RAILROAD  
TRAINMEN:



General Chairman