

# MEMORANDUM OF AGREEMENT 2411010130

between the

**UNITED TRANSPORTATION UNION**

and the

**UNION PACIFIC RAILROAD**

for the territory

**PORTLAND HUB ZONE 3**

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## AUGMENTING MONTPELIER AND DILLON EXTRA BOARDS

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### IT IS AGREED:

For the purpose of providing emergency conductor/trainmen to augment the combination extra board at Montpelier and Dillon, the following shall be adopted as a provision of Agreement:

### SECTION 1:

When the Montpelier or Dillon extra board is exhausted to the extent additional conductor/brakemen cannot otherwise be supplied under existing provisions of the Agreement and it becomes necessary to secure additional conductor/brakemen from the combination extra board at Pocatello, the following conditions shall govern.

- (a) When necessary to send conductor/brakemen from the Pocatello extra board in emergency to augment the Montpelier or Dillon extra boards, the conductor/brakeman first out on the Pocatello combination extra board will be used and allowed pay for deadheading Pocatello to Montpelier and/or Dillon and return, subject to fulfillment of their service requirements on the Montpelier or Dillon extra board and being released therefrom for return to the Pocatello extra board.
- (b) Pocatello extra board employees augmenting the Montpelier or Dillon combination extra boards, may be released when their services are no longer necessary, or after protecting the extra board for six (6) days, whichever occurs first.

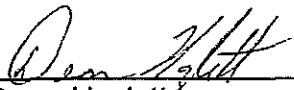
- (c) The provisions of Article XI, Expenses - Away-from-home, of January 27, 1972 National Agreement as amended, shall apply to Pocatello extra board employees while augmenting the Montpelier or Dillon combination extra boards.
- (d) The first out conductor/brakeman on the combination extra board at Pocatello at calling time, when deadhead trip is to be made, shall be required to accept the call to augment the Montpelier or Dillon combination extra board.

**SECTION 2:**

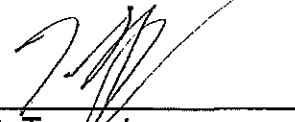
This agreement shall be effective November 15, 2001 and thereafter, subject to the conditions, it shall be automatically terminated upon 30 days after written advance notice is serviced by either party upon the other of their desire to so terminate. In the event of termination as herein provided, rules and practices in effect prior to effective date of this agreement shall be restored in their entirety.

Signed this 28th day of December, 2001.

**FOR THE ORGANIZATION:**

  
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Dean Hazlett  
General Chairman (UTU) (C,E&T)

**FOR THE CARRIER:**

  
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T. G. Taggart  
Director / Labor Relations