

AGREEMENT

between

UNION PACIFIC RAILROAD COMPANY - EASTERN DISTRICT

and

UNITED TRANSPORTATION UNION (C) (T)

\* \* \*

MODIFICATION FOR CHEYENNE-RAWLINS  
INTERDIVISIONAL DISTRICT ONLY OF  
AGREEMENT DATED JANUARY 14, 1974,  
TITLED "MODIFICATION OF RULE 41 -  
INTERDIVISIONAL SERVICE".

- 1) Section 3 is deleted.
- 2) Sections 4, 5, 6, and 7 are renumbered to Sections 3, 4, 5, and 6, respectively.
- 3) In New Section 5 the following is added:

"NOTE: To be implemented at  
the time of the adjustment  
of crews."

This agreement will be effective December 1, 1975 and will automatically terminate ten (10) days after service of written notice by either party upon the other of desire to terminate it.

Dated at Omaha, Nebraska this 19th day of November 1975.

FOR THE EMPLOYES:

FOR UNION PACIFIC RAILROAD CO.:

  
General Chairman UTU(C) (T)

  
Director of Labor Relations

Copy to:

H. W. Gehrke  
B. E. Zook  
R. C. Tritt  
B. E. Behel  
G. R. Stewart  
H. C. Beveridge

## A G R E E M E N T

between

UNION PACIFIC RAILROAD COMPANY - EASTERN DISTRICT

and

UNITED TRANSPORTATION UNION (C) &amp; (T)

MODIFICATION OF RULE 41 - INTERDIVISIONAL SERVICE

It is agreed that the provisions of Rule 41 of the current agreement between UTU (C) & (T) and Union Pacific Railroad Company - Eastern District, effective November 1, 1957, are hereby modified with respect to its application to interdivisional service on the eastern district to the extent herein provided:

1. Pool freight crews who are run around by other pool freight crews in the home terminal, or enroute between the home terminal and far terminal, will upon arrival at the far terminal be given the same relative position on the list that they held prior to leaving the home terminal, except that crews who become first out before having required rest shall stand first out after rest period, and upon return to home terminal shall be given same relative position on board as was held prior to leaving the home terminal on the last trip.

2. Pool freight crews who are run around by other pool freight crews in the far terminal, or enroute between the far terminal and the home terminal, will upon arrival at the home terminal be given the same relative position on the list at the home terminal that they held prior to leaving the far terminal except as provided in Section 1.

3. Crews tying up between terminals and receiving legal rest will take a new position on board as per arrival at such terminals.

4. Crews requesting rest in accordance with Rule 71 will retain their position on the blue print board. In the event the crew is run around during rest period, they will be placed first out at the expiration of their rest period.

See  
modification  
dated Nov. 19/75.  
(CHAND - RAWLINS  
ID SERVICE)

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January 14, 1974  
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5. Crews that double out of far terminal and are relieved enroute due to insufficient time will be given same relative position on list at home terminal as held prior to departure from far terminal.

6. Crews added to pool in accordance with schedule Rule 38 will not be considered as run around when other pool crews arriving at the home terminal after 12:01 A.M. are placed ahead of them under the provisions of this agreement.

7. Upon arrival at the home or far terminal, trainmen who have been run around as indicated in paragraphs 1 and 2, will notify proper officer as to their standing on the list at those points. The Company will not be subjected to penalty payments because trainmen fail to furnish information or furnish incorrect information. This does not, however, estop the management from taking disciplinary action when it is developed the employees have furnished incorrect information, and no runarounds will be claimed because crews did not depart in their first-in, first-out order at the home or far terminal.

This agreement will become effective February 1, 1974. It will automatically terminate ten (10) days after service of notice by either party upon the other of desire to terminate it, at which time the schedule rules affected by this agreement will be in full force and effect.

Dated at Omaha, Nebraska, this 14th day of January, 1974.

FOR THE EMPLOYES:

FOR UNION PACIFIC RAILROAD CO.:

T. K. Glatman                      H. K. Kenna  
General Chairman, UTU (C) & (T)    Director of Labor Relations

Copy to:  
All Road LC & Sec.

A G R E E M E N T  
between  
UNION PACIFIC RAILROAD COMPANY - EASTERN DISTRICT  
and  
UNITED TRANSPORTATION UNION (C) & (T)

-----  
DOGCATCHING  
CHEYENNE-RAWLINS INTERDIVISIONAL CREWS  
-----

Section 1. Dogcatching of westbound crews between Cheyenne and Rawlins will be performed as follows:

- A. By an available westbound crew deadheading in interdivisional service.
- B. When no crew is available in accordance with paragraph A of this Section 1, by the first-out rested crew at Rawlins.
- C. An interdivisional crew used to dogcatch in accordance with paragraph B of this Section 1 --

1. Will be compensated on basis of actual service performed with a minimum allowance of 195 miles to employees with "W" stamps. All other employees will be allowed 172 miles. Employees, other than those with "W" stamps, will be allowed an additional 5 miles if the train being "dog caught" ran via Borie-Speer or an additional 10 miles if it ran via Harriman.

2. Will be placed first out after eight hours unless tied up after having been on duty 12 hours, in which event such crew will be placed first out after ten hours.

3. Will be doubled out of Rawlins if there are no rested crews available at Rawlins and if in the opinion of the Carrier the crew has sufficient time to be used.

4. Will not be used twice in succession out of Rawlins in dogcatching or wrecker service or any combination thereof if other crews are available.

5. Will, upon arrival at Cheyenne, notify crew dispatcher that they desire to have a new spot on the board. If the crew fails to notify the crew dispatcher they will retain their place on the board.

6. Will, if used to dogcatch a westbound train east of Rock River, be allowed district round trip miles.

Section 2. Dogcatching of eastbound crews between Rawlins and Cheyenne will be performed as follows:

- A. By an available eastbound crew deadheading in interdivisional service.
- B. When no crew is available in accordance with paragraph A of this Section 2, by an extra crew of the seniority district to be dog caught.

Example: If it is necessary to dog catch a 5th District crew a 5th District prior right conductor will be used with two non-prior right extra brakemen. The same will apply for the 6th District. When no prior right men stand for this work non-prior right conductors and brakemen will be called.

Section 3. Interdivisional crews used at Rawlins to dogcatch non-interdivisional crews will be compensated on the basis of actual service performed with a minimum of 195 miles to employees with "W" stamps. All other employees will be allowed a minimum of 172 miles. If this crew is required to perform any of the road work of the crew being relieved, such crew will be allowed an additional 100 miles.

Section 4. Crews in Cheyenne-Rawlins Interdivisional Service used to dogcatch crews in Cheyenne-Hanna Interdivisional Service other than as provided for in paragraph A of Sections 1 or 2 above will be allowed a penalty of 50 miles.

Section 5. This agreement is effective February 1, 1981 and supersedes agreement dated April 19, 1976. This agreement may be terminated by either party by serving a ten day written notice on the other.

Dated at Omaha, Nebraska this 29th day of January 1981.

FOR THE  
UNITED TRANSPORTATION UNION (C)&(T):

*F. V. Garges*  
General Chairman

FOR THE  
UNION PACIFIC RAILROAD CO.:

*J. T. [Signature]*  
Director of Labor Relations



A G R E E M E N T  
between  
UNION PACIFIC RAILROAD COMPANY - EASTERN DISTRICT  
and  
UNITED TRANSPORTATION UNION (C) & (T)

-----  
DERRICK TRANSPORT AND/OR DERRICK SERVICE  
CHEYENNE-RAWLINS  
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Section 1. Terminal to terminal derrick transport and/or derrick service from Cheyenne to Rawlins or from Rawlins to Cheyenne will be handled by Cheyenne-Rawlins Interdivisional pool freight crews.

Section 2. Derrick transport and/or derrick service between Cheyenne and Rawlins other than as provided for in Section 1 above will be handled by extra crews of the seniority district where transport and/or derrick service is to be performed on basis of principles set forth in Section 2B of the agreement dated April 19, 1976 titled "Dogcatching-Cheyenne-Rawlins Interdivisional Crews."

Section 3. Derrick service to be performed exclusively within switching limits at Laramie will be handled by yard crews.

Section 4. Cheyenne-Rawlins Interdivisional crews used for derrick transport and/or derrick service will be compensated on basis of actual service performed with a minimum allowance of 195 miles. Such crews will, at the completion of 12 hours on duty, be deadheaded on the first train either to Cheyenne or Rawlins. If deadhead to Rawlins they will be placed first out after obtaining legal rest; if deadheaded to Cheyenne they will be restored to same relative position they held prior to their use in derrick transport and/or derrick service.

Section 5. This agreement will be effective May 1, 1976 and will terminate ten days after written notice is served by either party upon the other.

Dated at Omaha, Nebraska this 19th day of April 1976.

FOR THE  
UNITED TRANSPORTATION UNION (C) & (T):

FOR THE  
UNION PACIFIC RAILROAD CO.:

R. B. Muesel  
General Chairman

A. Kenny  
Director of Labor Relations

Copy to:

H. W. Gehrke  
R. C. Tritt  
B. E. Zook

B. E. Behel  
H. C. Beveridge  
F. Conde

A G R E E M E N T  
between  
UNION PACIFIC RAILROAD COMPANY  
and  
UNITED TRANSPORTATION UNION (C) and (T)

Date: July 3rd, 1985  
File: ED141X1

\*\*\*\*\*  
SUPPLEMENT TO THE INTERDIVISIONAL SERVICE AGREEMENT DATED MAY 22, 1972  
PART IX, SECTION 3  
\*\*\*\*\*

Effective August 1, 1985, the two 5th. and 6th. District interdivisional pools between Cheyenne and Rawlins will be combined into and will operate as one combined 5th./6th. District interdivisional pool in accordance with the modification of Rule 41 (blue print board agreement - Interdivisional Service) dated February 24, 1983.

As long as prior rights 5th. and prior rights 6th. District Conductors (as defined in the agreement dated September 14, 1972) are assigned to this combined pool, the respective 5th. and 6th. District turns will be identified as a 5th. or 6th. turn and will be blue-printed in the following order:

6,5,6,6,5,6,5,6,6,5,6,5,6,6,5,6,5,6,6,5 THEN  
6,5,6,6,5,6,5,6,6,5,6,5,6,6,5,6,5,6,6,5 THEN  
6,5,6,6,5,6,5,6,6,5,6,6,5,6,6,5,6,5,6,6,5 THEN  
6,5,6,5,6,6,5,6,5,6,6,5,6,5  
(Repeat this cycle if more needed)

Effective August 1, 1985, the two 5th. and 6th. District interdivisional pools between Cheyenne and Hanna will be combined into and will operate as one combined 5th./6th. District interdivisional pool in accordance with the modification of Rule 41 (blue print board agreement - Interdivisional Service) dated February 24, 1983.

As long as prior rights 5th. and prior rights 6th. District Conductors (as defined in the agreement dated September 14, 1972) are assigned to this combined pool, the respective 5th. and 6th. District turns will be identified as a 5th. or 6th. turn and will be blue-printed in the following order:

6,5,6,5 (Repeat this cycle if more needed)

Dated at Omaha, Nebraska this 3rd. day of July, 1985.

FOR THE UTU (C) and (T):

FOR THE UNION PACIFIC RAILROAD:

  
General Chairman

  
Director Labor Relations-ED