

A G R E E M E N T

BETWEEN THE

UNION PACIFIC RAILROAD COMPANY
(WESTERN REGION - OREGON DIVISION)

AND THE

BROTHERHOOD OF LOCOMOTIVE ENGINEERS
AND UNITED TRANSPORTATION UNION (C,T&E)

LR 512-1-1

SWITCHING LIMITS - ALBINA

In order to provide better service to customers and perform switching tasks more efficiently in the Albina Terminal, specifically on the Kenton and Graham Lines, it is agreed the switching limits at Albina will be changed as follows:

1. The Eastern switching limits on both the Kenton and Graham Lines will be extended East, past the point where the two lines join at the Troutdale Junction Switch, to Mile Post 17, which is presently a point in the approximate middle of the Sandy Siding.
2. For purposes of applying Article VIII, Section 2 of the 1986 BLE and 1985 UTU National Agreements, relating to disabled or hours of service trains, and providing service for customers outside switching limits, the twenty (20) and twenty-five (25) mile distances will be measured from the former switching limit on the Graham Line, which is at M.P. 12.25. Thus a yard crew under this agreement will be allowed to bring in a disabled train from M.P. 37.25, and provide service to customers out to M.P. 32.25. Yard crews will be able to perform work train and wreck service to M.P. 17, but not beyond that point.
3. Pay for bringing in disabled or hours of service trains, i.e., actual time outside switching limits with a minimum of one hour, will continue to be computed from the old switching limits at M.P. 14.5 on the Kenton Line and M.P. 12.25 on the Graham Line. However, if the yard crew is already working east of either of these two points, the time will be computed from the time they are instructed to pick up the train until they resume their regular work within the switching limits, or pass M.P. 14.5 or M.P. 12.25 with the disabled or dogcaught train, whichever occurs first. Pursuant to National Agreements of 1978, no additional compensation is provided to yard crews for providing service to customers located outside of switching limits.

This agreement will become effective immediately upon full execution by all signatory parties and will remain in effect until changed or terminated under the provisions of the Railway Labor Act, as amended.

Dated at Salt Lake City, Utah, this 7th day of August, 1987.

UNITED TRANSPORTATION UNION

L L Nelson
General Chairman, UTU-C&T

UNION PACIFIC RAILROAD COMPANY

J. P. Cook
Regional Director, Labor Relations

UNITED TRANSPORTATION UNION

C L Barrett
General Chairman, UTU-E

BROTHERHOOD OF LOCOMOTIVE ENGINEERS

Russell W. Bennett
General Chairman, BLE

A G R E E M E N T

between the

UNION PACIFIC RAILROAD COMPANY
(Northwestern District-Oregon Division)

and the

BROTHERHOOD OF LOCOMOTIVE ENGINEERS
UNITED TRANSPORTATION UNION-C,T&E DIVISIONS

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SWITCHING DISTRICT AND LIMITS
ALBINA-ROCKWOOD (GRAHAM LINE)

Because of expanded development in the Rockwood Industrial Area located east of Albina, Oregon on what is referred to as the Graham Line the Organizations and the Company recognize that this industrial complex can be served more efficiently by extending the present switching district to a point which will encompass this Area.

Therefore, IT IS AGREED:

1. Effective June 1, 1976, the present switching district at Albina, Oregon (Graham Line) shall be extended eastward from Mile Post 7.6 to Mile Post 12.25.
2. On and after June 1, 1976, yard crews operating and employed at Albina, Oregon shall perform all work within the extended switching district as designated herein, and such work will be performed under yard service rules, rates of pay and conditions.
3. On and after the effective date of this agreement, road crews will perform no yard service within the designated extended switching district, except such service as may be permissible within the framework of the respective National Agreements.
4. No further extension of the Albina switching district eastward on the Graham Line beyond Mile Post 12.25 will be made except by mutual agreement between all parties signatory hereto.

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5. This agreement shall continue in effect from June 1, 1976 until changed, modified or amended in accordance with the provisions of the Railway Labor Act, as amended, or as provided in Section 4 of this agreement.

Dated at Portland, Oregon this 14th day of May, 1976.

BROTHERHOOD OF LOCOMOTIVE
ENGINEERS:

E. E. Smith
General Chairman

UNION PACIFIC RAILROAD COMPANY:

J. E. Cook
Director of Labor Relations-NWD

UNITED TRANSPORTATION UNION:
(C&T DIVISIONS)

J. H. Watson
General Chairman

UNITED TRANSPORTATION UNION:
(E DIVISION)

R. J. Green
General Chairman

A G R E E M E N T

between the

UNION PACIFIC RAILROAD COMPANY
(Northwestern District)

and the

BROTHERHOOD OF LOCOMOTIVE ENGINEERS
ORDER OF RAILWAY CONDUCTORS AND BRAKEMEN
BROTHERHOOD OF LOCOMOTIVE FIREMEN AND ENGINEMEN
BROTHERHOOD OF RAILROAD TRAINMEN

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SWITCHING DISTRICT & LIMITS - ALBINA, OREGON
Albina - Kenton (Fir) Line

R E C I T A L S

The present eastward limits of the switching district at Portland (Albina), Oregon are located and terminate at Mile Post 10 on the Albina-Kenton (Fir) line.

Fir, Oregon is a station on the Albina-Kenton (Fir) line and is situated at Mile Post 12.4. This station is presently served by road train crews in the matter of switching, spotting, pulling and setting cars to industries, warehouses, team tracks and other businesses which utilize the Company's facilities and services.

The Organizations and the Company consider that the industries at Fir, Oregon and all industries between Mile Post 10 to Fir and Mile Post 14.5 can be more effectively and efficiently served with improved shipper satisfaction by yard crews now stationed and employed at Albina, Oregon.

The several National Agreements between the Company and the Organizations representing train, yard and engine service employes provide procedures for the extension, i.e., changing of switching limits. These provisions for changing switching limits may be identified from the following National Agreements:

- (a) BRT: Paragraph (b) of Article 10 (Switching Limits), National Agreement of May 25, 1951.
- (b) ORC&B: Paragraph (b) of Article 10 (Switching Limits), National Agreement of May 23, 1952.
- (c) BLF&E: Paragraph (a) of Article 7 (Changing Switching Limits), National Agreement of May 23, 1952.
- (d) BLE: Paragraph (a) of Article 7 (Changing Switching Limits), National Agreement of May 23, 1952.

The Agreements identified stipulate in part that --

"The Carrier and the General Chairman or General Chairmen shall, within 30 days, endeavor to negotiate an understanding."

The parties have, through an exchange of correspondence, reached an accord on basic principles.

Therefore, IT IS AGREED:

Section 1. Effective October 1, 1966, the present switching district at Albina, Oregon shall be extended eastward a distance of four and five-tenths (4.5) miles from Mile Post 10 to Mile Post 14.5 on the Albina-Kenton (Fir) line.

Section 2. On and after October 1, 1966, yard crews stationed and employed at Albina, Oregon will perform all work

Switching District & Limits
Albina - Kenton (Fir) Line

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within the enlarged and extended switching district, including all work at Fir, Oregon and at all "old" and new industries between Mile Post 10 and Mile Post 14.5, and such work will be performed under yard service rules, rates and conditions.

Section 3. Road crews, on and after the effective date of this agreement, will perform no yard service within the extended switching district defined in Section 1 hereof, except as to such service as may be permissible within the framework of the respective road train service agreements.

Section 4. No further changes (extensions) of the Albina switching district eastward on the Albina-Kenton (Fir) line from or beyond Mile Post 14.5 will be made, except such changes and/or extensions as may be agreed to through negotiations between all the parties signatory to this agreement.

Section 5. This agreement shall be effective October 1, 1966 and shall continue in effect until changed, altered or amended in accordance with the provisions of the Railway Labor Act, as amended, or as provided in Section 4 of this agreement.

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Dated at Portland, Oregon this ^{July} 14th day of September,

BROTHERHOOD OF LOCOMOTIVE
ENGINEERS:

E. E. Smith

General Chairman

BROTHERHOOD OF LOCOMOTIVE
FIREMEN AND ENGINEMEN:

J. M. Price

General Chairman

ORDER OF RAILWAY CONDUCTORS
AND BRAKEMEN:

C. G. Kunze

General Chairman

BROTHERHOOD OF RAILROAD
TRAINMEN:

J. H. Watson

General Chairman

UNION PACIFIC RAILROAD COMPANY:

Assistant to Vice President