

A G R E E M E N T
between the
UNION PACIFIC RAILROAD COMPANY
(Northwestern District - Oregon Division)

and the
UNITED TRANSPORTATION UNION - C, T & E Divisions

* * *

SWITCHING LIMITS
Tacoma - Fife

Because of increased business in the Seattle-Tacoma, Washington area, the Company has constructed additional trackage at Fife, Washington to be operated as an extension of the Company's existing yard at Tacoma. The Organizations and the Company recognize that the most efficient utilization of the trackage will be achieved by extending the present switching limits at Tacoma to encompass Fife yard.


Therefore, IT IS AGREED:


1. Effective July 1, 1980, the present switching limits at Tacoma, Washington shall be extended westward from mile post 147.3 to mile post 150.25
2. On and after July 1, 1980, yard crews operating and employed at Tacoma, Washington shall perform all work within the extended switching limits 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 limits, except such service as may be permissible within the framework of the respective national agreements.
4. No further extension of the Tacoma switching limits will be made except by agreement between the parties signatory hereto.
5. This agreement shall remain in effect from July 1, 1980 until changed, modified or amended in accordance with the provisions of the Railway Labor Act.

Dated at Portland, Oregon this 25th day of June, 1980.

UNITED TRANSPORTATION UNION:

UNION PACIFIC RAILROAD COMPANY:


General Chairman, C&T Divisions


General Chairman, E Division


Director of Labor Relations