

**AGREEMENT**  
between the  
**UNION PACIFIC RAILROAD COMPANY**  
**EASTERN AND SOUTH-CENTRAL DISTRICT**  
and the  
**BROTHERHOOD OF LOCOMOTIVE ENGINEERS**  
**EASTERN DISTRICT**  
and the  
**BROTHERHOOD OF LOCOMOTIVE ENGINEERS**  
**SOUTH-CENTRAL DISTRICT**

PART I

ESTABLISHMENT OF INTERDIVISIONAL SERVICE\* BETWEEN  
SALT LAKE CITY, UTAH AND GREEN RIVER, WYOMING

Section 1. In accordance with Section 1 of Article VIII of the National Agreement dated May 13, 1971, and upon serving a sixty (60) day written notice, the Company may establish interdivisional service between Salt Lake City, Utah and Green River, Wyoming, with Salt Lake City the home terminal.

Section 2. The runs in this interdivisional service will be manned by Eastern District and South-Central District employees on the basis of the ratio of miles that the Eastern District and South-Central District employees, respectively, bear to the total miles of such service.

Section 3. Employees operating in this interdivisional service between Salt Lake City and Green River will be allowed the actual road miles between the designated departure point at the initial terminal of the run and the designated arrival point at the final terminal of the run.

**NOTE:\*** For the purposes of this Agreement, the phrase "Interdivisional Service" means "Interdivisional, Interseniority District, Intradivisional and/or Intraseniority District Service (Freight or Passenger)" as used in Article VIII of the National Agreement dated May 13, 1971.

Section 4. An interdivisional pool will be established at Salt Lake City consisting of both Eastern District and South-Central District crews in the approximate proportion that the miles of each district bear to the total miles of the run. Where the preponderance of traffic is westbound, non-interdivisional employees may be placed into the interdivisional pool at Green River with the understanding that the miles of such trips will be allocated as specified in Section 2 of this Part I to the two districts so that the equities of the two districts are maintained.

## PART II

### RATES OF PAY AND EQUALIZATION OF MILEAGE

Section 1. In this interdivisional service all miles run over one-hundred (100) shall be paid for at the mileage rate established by the basic rate of pay for the first one-hundred (100) miles or less.

Section 2. The designated representatives of the Company and Local Chairmen of the BLE will meet periodically for the purpose of making whatever adjustments are necessary to equalize mileage between Eastern District and South-Central District employees as specified in Part I, Section 2 of this Agreement.

## PART III

### EXTRA SERVICE

Section 1. Vacancies accruing to Eastern District engineers at Salt Lake City in Salt Lake City-Green River interdivisional service will be manned by Eastern District engineers. Vacancies accruing to South-Central District engineers at Salt Lake City in Salt Lake City-Green River interdivisional service will be manned by South-Central District engineers.

Section 2. Vacancies occurring at Green River in Salt Lake City-Green River interdivisional service will be manned by the first-out available engineer in this interdivisional service. In the event no such engineer is available, the vacancy will be manned by an Eastern District pool freight engineer with miles made by such engineer allocated to Eastern District and South-Central District employees as specified in Part I, Section 2 of this Agreement.

## PART IV

### MISCELLANEOUS PROVISIONS

Section 1. When an engineer engaged in interdivisional service is required to report for duty for an interdivisional service train or is relieved from duty on an interdivisional service train at a point other than the on and off duty points fixed for the service established hereunder, the Company shall authorize and provide suitable transportation for the engineer.

**NOTE:** Suitable transportation includes Company owned or provided passenger carrying motor vehicles or taxi, but excludes other forms of public transportation.

Section 2. When, in the judgment of the Company, it is necessary because of engineers operating over unfamiliar territory, engineer pilots will be called to accompany such engineers for such period and over such territory as determined by the Company.

Section 3. On interdivisional runs established under this Agreement, engineers will be allowed a \$2.00 meal allowance after four (4) hours at the away-from-home terminal and another \$2.00 allowance after being held an additional eight (8) hours.

Section 4. In order to expedite the movement of interdivisional runs, crews on runs of 100 miles or less will not stop to eat except in cases of emergency or unusual delays. For crews on runs of more than 100 miles, the Carrier shall determine the conditions under which such crews may stop to eat. When crews on runs of more than 100 miles are not permitted to stop to eat, members of such crews shall be paid an allowance of \$1 .50 for the trip.

Section 5. An engineer called for this interdivisional service and not used shall be allowed 50 miles and stand first-out; and if held on duty to exceed four (4) hours, such engineer shall be allowed 100 miles and when rested will stand first-out and shall be restored to his same relative position on the pool board at first opportunity.

Section 6. A disciplinary hearing involving an employee who is engaged in this interdivisional service will be held at whichever point, Salt Lake City or Ogden, the majority of the crew resides.

Section 7. Employees engaged in this interdivisional service will not be called for short turnaround service.

## PART V

### NON-INTERDIVISIONAL SERVICE

Non-interdivisional service, including dog catching, will continue to be manned by engineers from the seniority district over which such non-interdivisional service operates.

## PART VI

### IMPLEMENTING PROCEDURE

Section 1. The notice referred to in Part I, Section 1 of this Agreement may be served by the Company on or after 12:01 AM, October 12, 1972.

Section 2. Subject to the provisions of Part I, Section 4 of this Agreement a single interdivisional pool will be established and maintained at Salt Lake City, and employees will operate in this interdivisional service on a first-in, first-out basis from that interdivisional pool.

PART VII

NO DUPLICATION OF BENEFITS

The receipt of benefits by an engineer under this Agreement shall constitute a waiver of any right of such engineer to receive a duplication of benefits under any other agreement to which the Company is a party.

PART VIII

EFFECT ON AGREEMENT RULES

Nothing herein contained shall be construed as modifying or amending any of the provisions of the Schedule Agreements between the Company and the BLE, except as herein provided.

PART IX

This Agreement shall become effective October 11, 1972, and will remain in full force and effect until changed in accordance with the provisions of the Railway Labor Act, as amended.

Dated at Salt Lake City, Utah, this 11th day of October, 1972.

BROTHERHOOD OF  
LOCOMOTIVE ENGINEERS

/s/ E. G. BECKER  
General Chairman  
Eastern District

/s/ W. B. GASKINS  
General Chairman  
South-Central District

UNION PACIFIC  
RAILROAD COMPANY

/s/ J. H. KENNY  
Director of Labor Relations  
Eastern District

/s/ ALDEN LOTT  
Director of Labor Relations  
South-Central District

MEMORANDUM OF UNDERSTANDINGS IN CONNECTION WITH THE ESTABLISHMENT OF INTERDIVISIONAL SERVICE BETWEEN SALT LAKE CITY, UTAH AND GREEN RIVER, WYOMING PURSUANT TO THE AGREEMENT DATED OCTOBER 11, 1972

Section 1. An engineer (regular or extra) who is required to report for duty and/or is relieved from duty at Salt Lake City pursuant to the Salt Lake City-Green River Interdivisional Service Agreement dated October 11, 1972 will not be considered as having been required to change his residence under the provisions of Section 5 of Article VIII of the National Agreement dated May 13, 1971, nor will he be considered as having been required to make a compensable deadhead movement; and in lieu thereof:

a.) An engineer (regular or extra) who holds seniority as such on the Seventh Seniority District as of the date interdivisional service is established pursuant to the Agreement dated October 11, 1972, who is required to report for duty and is relieved from duty at Salt Lake City in interdivisional service will be allowed a \$5.00 driving allowance for each round trip. An engineer (regular or extra) who holds seniority as such on the Seventh Seniority District as of the date interdivisional service is established pursuant to the Agreement dated October 11, 1972, and who is relieved from duty at Salt Lake City in interdivisional service but who did not report for duty at Salt Lake City, will be allowed a \$6.50 driving allowance.

b.) After qualifying for 30 of the driving allowances provided for in Paragraph (a) of this Section 1, the employee may, at his option, within 60 days of the date he qualifies for his 30th such allowance, elect to receive a lump sum of \$2,000.00, which lump sum allowance will be in lieu of any future driving allowances.

c.) In the event a qualifying employee does not elect to receive the \$2,000.00 lump sum allowance referred to in Paragraph (b) of this Section 1 within the specified 60-day period, he may at a later date elect to receive such lump sum allowance less all driving allowances paid after the 60-day period.

Section 2.

a.) Employees residing at Evanston will be called for service out of Salt Lake City as nearly as practicable two and one-half hours before required to report for duty.

b.) Employees residing at Ogden will be called for service out of Salt Lake City as nearly as practicable two hours before required to report for duty.

c.) When an employee is given a call of less than that specified in Paragraphs (a) or (b) of this Section 2, resulting in the train for which called leaving Salt Lake City prior to his arrival, the employee will be allowed 100 miles at the rate of last service performed and will be used on the next train to be manned by an Eastern District crew leaving Salt Lake City after his arrival. The employee will then be

restored to his proper turn, insofar as Eastern District employees are concerned, at first opportunity.

d.) When an employee is given a call as specified in Paragraphs (a) or (b) of this Section 2 for service at Salt Lake City, and is prevented from reaching Salt Lake City in time for his call because of reasons beyond his control, such employee will be placed-first out, insofar as Eastern District employees are concerned, at Salt Lake City upon his arrival and will be restored to his proper turn, insofar as Eastern District employees are concerned, at first opportunity.

This will not relieve the employee of his obligation to make every reasonable attempt to notify the Company of any anticipated delay.

e.) No runarounds will be payable as a result of the application of this Section 2.

Section 3. Seventh Seniority District-Eastern District engineers who selected Option 2 of Section 1 of Part III of the Evanston Agreement dated December 15, 1970 who travel back and forth between Evanston and Salt Lake City to work in Salt Lake City-Green River interdivisional service will be provided standby facilities equivalent to those provided for in Part XII "Standby Facilities" of the Evanston Agreement dated December 15, 1970.

Section 4. The parties to this Agreement recognize the applicability of the Agreement dated March 22, 1972 titled "Advancing Vacation and Returning From Vacation - Pool Freight Service" to employees working in Salt Lake City-Green River interdivisional service.

Section 5. The receipt of benefits under this Agreement shall constitute a waiver of any right of such employee to claim or receive the same or any similar benefits under any other agreement to which the Union Pacific is a party.

Section 6. This Agreement shall become effective October 12, 1972 and will remain in full force and effect until changed in accordance with the Railway Labor Act, as amended.

Dated at Salt Lake City this 12th day of October, 1972.

BROTHERHOOD OF  
LOCOMOTIVE ENGINEERS

/s/ E. G. BECKER  
General Chairman

UNION PACIFIC  
RAILROAD COMPANY

/s/ J. H. KENNY  
Director of Labor Relations

MEMORANDUM OF UNDERSTANDING

OGDEN-GREEN RIVER POOL FREIGHT SERVICE ENGINEERS

Upon establishment of interdivisional service between Salt Lake City, Utah and Green River, Wyoming, pursuant to the Salt Lake City-Green River Interdivisional Service Agreement dated October 11, 1972, between the Eastern and South-Central Districts of the Union Pacific Railroad and the Brotherhood of Locomotive Engineers representing Eastern and South-Central District engineers, the following provisions of the Salt Lake City-Green River Interdivisional Service Agreement dated October 12, 1972, will apply to Seventh Seniority-Eastern District engineers engaged in pool freight service between Ogden and Green River:

1. PART I, Section 3.
2. PART V, Section 1.
3. PART V, Section 2.

Dated at Salt Lake City, Utah, this 12th day of October, 1972.

BROTHERHOOD OF  
LOCOMOTIVE ENGINEERS

/s/ E. G. BECKER  
General Chairman

UNION PACIFIC  
RAILROAD COMPANY

/s/ J. H. KENNY  
Director of Labor Relations

**AGREEMENT**  
between the  
**UNION PACIFIC RAILROAD COMPANY**  
and the  
**BROTHERHOOD OF LOCOMOTIVE ENGINEERS**  
**EASTERN DISTRICT**

Upon establishment of Interdivisional Service between Salt Lake City, Utah, and Green River, Wyoming, pursuant to the Salt Lake City-Green River Interdivisional Service Agreement dated October 11, 1972, between the Eastern and South-Central Districts of the Company and the BLE representing Eastern and South-Central District engineers, the following will apply to engineers of the Seventh Seniority District, Eastern District, actually engaged in such interdivisional service:

PART I

RULES CHANGES

Section 1. Paragraph (1) of Rule 19(a) "Initial Delay" will be modified as follows:

"(1) Initial terminal delay shall be paid on a minute basis to engineers in through freight service after thirty (30) minutes' unpaid terminal time has elapsed from the time of reporting for duty up to the time the train leaves the terminal, at one-eighth (1/8th) of the basic daily rate, according to the class of engine used, in addition to the full mileage, with the understanding that the actual time consumed in the performance of service in the initial terminal for which an arbitrary allowance of any kind is paid shall be deducted from the initial terminal time under this rule.

**"NOTE:** The phrase 'train leaves the terminal' means when the train actually starts on its road trip from the track where the train is first made up. However, if the train is moved off the assembly track for the convenience of the Company and not with the intent of making a continuous outbound move, initial terminal time will continue until continuous outbound move is started. The continuous move is not disrupted when train is stopped to permit the lining of a switch or because the block is against them.

"Where mileage is allowed between the point of reporting for duty and the point of departure from the track on which the train is first made up, each mile so allowed will extend by 4.8 minutes the period of thirty (30) minutes after which initial terminal delay payment begins, except as provided in Rule 63.

**"NOTE:** The phrase 'through freight service' as used in this rule does not include pusher, helper, mine run, shifter, roustabout, belt line, transfer, work, wreck, construction, circus train (paid special rates or allowances), road switcher, district runs, local freight and mixed service.

"When road overtime accrues during any trip or tour of duty; in no case will payment for both initial terminal delay and overtime be paid, but whichever is the greater will be paid.

"When a tour of duty is composed of a series of trips, initial terminal delay will be computed on only the first trip of the tour of duty."

Section 2. Paragraph (a) of Rule 17 "Overtime" will be modified as follows:

"On interdivisional runs of 200 miles or less, overtime will begin at the expiration of eight (8) hours. On runs of over 200 miles overtime will begin when the time on duty exceeds the miles run divided by 25, or in any case, when on duty in excess of ten (10) hours. Overtime will be paid for on the minute basis at 3/16ths of the daily rate per hour, according to class of engine or power used.

"When overtime, initial terminal delay and final terminal delay accrue on the same trip, allowance will be the combined initial and final terminal delay time, or overtime, whichever is the greater."

Overtime paid engineers in interdivisional service under the provisions of this Section 2 will be computed and paid for on the speed basis of 12-1/2 miles per hour at the rate of time and one-half time.

Section 3. Paragraph (a) of Rule 70, "Held-Away-From-Home Terminal", is modified as follows:

"(a) Engineers in interdivisional service held at other than home terminal will be paid continuous time for all time so held after the expiration of sixteen (16) hours from the time relieved from previous duty, at the regular rate per hour paid them for the last service performed."

## PART II

### RETIREMENT ALLOWANCES

Section 1. Engineers on the Seventh Seniority District may, at the Company's option, be given an opportunity to resign and accept a retirement allowance. The amount of the retirement allowance will be based upon the age of the engineer as of his nearest birthday on the date such allowance is offered. The amount of the allowance will be:

Age at Nearest Birthday	Allowance
64 and under	12 months' pay
65	10 months' pay
66	8 months' pay
67	6 months' pay
68 and over	4 months' pay

In determining retirement allowances, the appropriate number of months' pay will correspond with the earnings in the number of months provided immediately preceding the last day of compensated service.

For the purpose of this Agreement, the ages and birth dates of engineers will be those shown in the records of the Company.

Section 2. The acceptance of the retirement allowances shall be at the option of the eligible engineer to whom offered. Acceptance shall be in writing, shall be irrevocable, and shall be received by the officer offering the allowance within fifteen (15) calendar days of receipt of such offer.

Section 3. An eligible engineer who elects to accept and is awarded an allowance shall thereupon terminate his employment relationship with the Company, and the effective date of such termination shall be that date so specified by the Company and such date shall be within thirty (30) days of the date of the offer unless otherwise agreed by the parties hereto. A minimum of fifteen (15) calendar days' advance notice of the date of termination of employment shall be given the engineer offered a retirement allowance.

Section 4. The allowance provided in this Part II shall be paid within sixty (60) calendar days of the date of the termination of employment relationship of the eligible engineer except at the option of the eligible engineer the allowance may be paid in two (2) or three (3) annual installments on the anniversary date of termination.

Section 5. The retirement allowance herein provided for will be in addition to any vacation allowance to which an engineer accepting said retirement allowance is entitled as of the date of his retirement.

### PART III

#### GUARANTEES

Section 1. For the period of three (3) months from the effective date of the establishment of interdivisional service between Salt Lake City and Green River an engineer assigned and working in such interdivisional service will be entitled to his pro rated portion of a monthly guarantee of 3600 district miles for each full calendar day on which he works in such interdivisional service.

Section 2. For a period of ten (10) years following the expiration of the three (3) month period provided for in Section 1 of this Part III, if an employee working in interdivisional service earns less than 3200 miles in any calendar month due to crews being called other than pursuant to Part VI, Section 2 of the Salt Lake City-Green River Interdivisional Runs Agreement dated October 11, 1972, the Company shall reimburse such employee for such loss. The reimbursement provided for in this Section 2 shall be applied on a pro rated basis to an employee working in this interdivisional service during only a portion of the calendar month.

## PART IV

### NON-INTERDIVISIONAL SERVICE

Non-interdivisional service will continue to be manned by engineers from the seniority district over which such non-interdivisional service operates.

## PART V

### MISCELLANEOUS PROVISIONS

Section 1. Except in case of wrecks, floods, washouts and storms, an engineer manning this interdivisional service will not be tied up enroute under the Hours of Service Act and held at such intermediate point and then required to resume his trip after obtaining legal rest. In the event of non-compliance with this Section 1, the held engineer will be allowed a penalty payment of 100 miles and will be restored at the opportunity to his same relative position on the board, insofar as Eastern District engineers are concerned.

Section 2. An engineer in this interdivisional service having time to work under the Hours of Service Act will not be required to exchange trains with an engineer who is on short time under the Hours of Service Act. In the event of non-compliance with this Section 2 the engineers who are required to exchange trains will be allowed a penalty payment of 100 miles and will be restored at the first opportunity to their same relative positions on the board, insofar as Eastern District engineers are concerned.

Section 3. The Carrier will provide a facility at Salt Lake City properly equipped for the use of engineers who reside at Ogden and are standing by at Salt Lake City waiting for a call for the Salt Lake City-Green River interdivisional service.

Section 4. If a disciplinary hearing involving an Eastern District engineer engaged in this interdivisional service is held at Salt Lake City and the engineer is thereby required to travel between Ogden and Salt Lake City, such engineer will be allowed deadhead miles between Ogden and Salt Lake City.

## PART VI

### NO DUPLICATION OF BENEFITS

The receipt of benefits by an engineer under this Agreement shall constitute a waiver of any right of such engineer to receive a duplication of benefits under any other agreement to which the Company is a party.

PART VII

EFFECT ON AGREEMENT RULES

Nothing herein contained shall be construed as modifying or amending any of the provisions of the Schedule Agreement between the Company and the BLE, except as herein provided.

PART VIII

This Agreement shall become effective October 12, 1972, and will remain in full force and effect until changed in accordance with the provisions of the Railway Labor Act, as amended.

Dated at Salt Lake City, Utah, this 12th day of October, 1972.

BROTHERHOOD OF  
LOCOMOTIVE ENGINEERS

/s/ E. G. BECKER  
General Chairman

UNION PACIFIC  
RAILROAD COMPANY

/s/ J. H. KENNY  
Director of Labor Relations

UNION PACIFIC RAILROAD COMPANY

Department of Labor Relations  
Eastern District

J. H. Kenny  
Director of Labor Relations

1416 Dodge Street  
Omaha, Nebraska 68102

J. J. Marchant  
Asst. Director of Labor Relations

E-013-23-4-IR

January 5, 1973

E. G. Becker, General Chairman  
Brotherhood of Locomotive Engineers,  
Omaha, Nebraska

Dear Sir:

This refers to "Memorandum of Understandings in Connection with the Establishment of Interdivisional Service Between Salt Lake City, Utah and Green River, Wyoming Pursuant to the Agreement Dated October 11, 1972", which "Memorandum" is dated October 12, 1972.

Sections 1(a) and 1(b) of that "Memorandum" are changed to read:

"(a) An engineer (regular or extra) who holds seniority as such on the Seventh Seniority District as of the date interdivisional service is established pursuant to the Agreement dated October 11, 1972, who is required to report for duty and is relieved from duty at Salt Lake City in interdivisional service will be allowed a \$5.00 driving allowance for each round trip. An engineer (regular or extra) who holds seniority as such on the Seventh Seniority District as of the date interdivisional service is established pursuant to the Agreement dated October 11, 1972, and who is relieved from duty at Salt Lake City in interdivisional service but who did not report for duty at Salt Lake City, will be allowed 7 miles at the basic rate of pay and will be provided transportation to Ogden by the Company. If such transport does not begin within 35 minutes from time of tie-up, final time will resume after the 35th minute following tie-up. Once final time begins to accrue under this Section 1(a) it will continue to accrue until transport is begun with a minimum allowance of 30."

"(b) After qualifying for 30 of the driving and/or mileage allowances provided for in Paragraph (a) of this Section 1, the employee may, at his option, within 60

days of the date he qualifies for his 30th such allowance, elect to receive a lump sum of \$2,000, which lump sum allowance will be in lieu of any future driving and/or mileage allowances."

Yours truly,  
/s/ J. H. KENNY

ACCEPTED:

/s/ E. G. BECKER  
General Chairman, BLE

MEMORANDUM OF UNDERSTANDING IN CONNECTION WITH THE ESTABLISHMENT OF INTERDIVISIONAL SERVICE BETWEEN SALT LAKE CITY, UTAH AND GREEN RIVER, WYOMING, PURSUANT TO THE AGREEMENT DATED OCTOBER 11, 1972

Engineers holding seniority as such on the affected Eastern District and South-Central District seniority rosters on the date of the written notice referred to in Part I, Section 1 of the Salt Lake City-Green River Interdivisional Service Agreement dated October 11, 1972, will be allowed, in lieu of the actual miles provided for in Part I, Section 3, 232 road miles for trips between Salt Lake City and Green River, with 189 (81%) of those miles allocated to Eastern District employees and 43 (19%) of those miles allocated to South-Central District employees.

Dated at Salt Lake City, Utah, this 11th day of October, 1972.

BROTHERHOOD OF  
LOCOMOTIVE ENGINEERS

/s/ E. G. BECKER  
General Chairman Eastern District

/s/ W. B. GASKINS  
General Chairman  
South-Central District

UNION PACIFIC  
RAILROAD COMPANY

/s/ J. H. KENNY  
Director of Labor Relations  
Eastern District

/s/ ALDEN LOTT  
Director of Labor Relations  
South-Central District

**AGREEMENT**  
between the  
**UNION PACIFIC RAILROAD COMPANY**  
**EASTERN DISTRICT**  
and the  
**BROTHERHOOD OF LOCOMOTIVE ENGINEERS**

RETURN FROM LAYOFF

SEVENTH SENIORITY DISTRICT ENGINEERS  
ENGAGED IN SALT LAKE CITY-GREEN RIVER INTERDIVISIONAL SERVICE

IT IS AGREED:

The following provisions shall apply to Seventh District engineers assigned to the Salt Lake City-Green River pool who are granted permission to absent themselves from duty (layoff):

Section 1. When an engineer lays off, his turn shall remain in rotation, unless it becomes first-out, not to exceed 36 hours from time of layoff. If the turn becomes first-out prior to return of such engineer, it shall retain that standing, insofar as Eastern District crews are concerned.

Section 2. An engineer shall not lose his relative standing on the board, provided he returns to duty within 36 hours from time of layoff; however, he shall establish a new position on the board if his turn stands first-out on his return.

Section 3. When an engineer fails to return to duty within 36 hours from time of layoff, his turn shall remain in rotation; however, if the turn becomes first out prior to the engineer's return, it shall be filled from the extra board.

Section 4. This Agreement shall be effective October 12, 1972 and shall terminate 10 days after written notice is served by either party.

Dated at Salt Lake City, Utah this 12th day of October, 1972.

FOR THE BROTHERHOOD OF  
LOCOMOTIVE ENGINEERS

/s/ E. G. BECKER  
General Chairman

FOR THE UNION PACIFIC  
RAILROAD COMPANY

/s/ J. H. KENNY  
Director of Labor Relations

**AGREEMENT**  
between the  
**UNION PACIFIC RAILROAD COMPANY**  
**EASTERN DISTRICT**  
and the  
**BROTHERHOOD OF LOCOMOTIVE ENGINEERS**

SUPPLEMENTAL UNDERSTANDING TO THE SALT LAKE CITY-GREEN RIVER  
INTERDIVISIONAL SERVICE AGREEMENT DATED OCTOBER 11, 1972.

IT IS AGREED, EFFECTIVE MAY 3, 1976:

In the application of Part I, Section 4 of the Salt Lake City-Green River Interdivisional Service Agreement dated October 11, 1972, it is understood that in the event of a preponderance of westbound traffic it shall be permissible to inject not to exceed two non-interdivisional crews into the interdivisional pool at Green River with all miles of the trips by such crews to be allocated as specified in Part I, Section 2 of the October 11, 1972 Agreement. In the event that in excess of two non-interdivisional crews are injected into the interdivisional-pool, the next interdivisional service Eastern District crew to stand for interdivisional service out of Green River will be paid, as a penalty, in addition to any other earnings for the trip, 50 miles at the basic through freight rate.

The foregoing shall apply for each such injected crew in excess of two inducted into interdivisional service at Green River on any one calendar day. The payment provided for herein shall not be used to offset any other similar payment that may be due in the application of other provisions of the basic Agreement.

This Agreement may be cancelled by either party by the serving of a 10-day written notice of intent.

Dated at Omaha, Nebraska this 3rd day of May, 1976.

FOR THE BROTHERHOOD OF  
LOCOMOTIVE ENGINEERS

/s/ E. G. BECKER  
General Chairman

FOR THE UNION PACIFIC  
RAILROAD COMPANY

/s/ J. H. KENNY  
Director of Labor Relations