

**RULE 100. PILOT SERVICE.**

- a) When an engineer pilot is used on a passenger train, the extra passenger engineer or senior available freight engineer will be used, and when required on a freight train, extra freight engineer will be used.
- b) Pilot engineers furnished other lines will be paid the rates of pay per 100 miles shown in Rule 2(a).

**MEMORANDUM OF AGREEMENT**  
Between The  
**UNION PACIFIC RAILROAD COMPANY**  
For The Territory - EASTERN DISTRICT  
And The  
**BROTHERHOOD OF LOCOMOTIVE ENGINEERS**

**MODIFICATION OF RULE 100**  
**ASSIGNED PILOT SERVICE FOR AMTRAK PASSENGER TRAINS**

When it becomes necessary to provide pilot service for AMTRAK passenger trains for extended periods of time the Carrier shall have the right to establish regular assigned Engineer Pilots for these trains under the following provisions:

1. Bulletins for these assignments will include the normal contemplated train schedules of the AMTRAK trains and will show days off with probable length of layovers at the away from home terminals.

The standard bulletin/bidding management for each seniority district will prevail for these Pilot assignments.

2. Engineers assigned to this service will pilot the AMTRAK passenger trains in round trip sequences, laying over when necessary at the normal district terminals.

Deadheading will not be part of the normal round trip Pilot's assignments, but will be permitted only if unforeseen circumstances of the service require such action.

This is not intended to restrict the right of the Carrier to use an Engineer Pilot on a continuous tour of duty or aggregate the Engineer's Hours of Service time to double the road, if the train schedules permit.

3. Engineer Pilots assigned to this service will be allowed standard freight rates of pay, without a fireman, for each tour of duty.

4. For purposes of scheduling these assignments, and other considerations, the freight service mileage regulations will apply to this service assignment.
5. Vacancies on these AMTRAK Pilot assignments will be filled by the normal protecting extra boards. The usual vacancy procedure for regular assignments will be utilized on each seniority district.
6. Except as otherwise noted in this agreement the basic Eastern District Interdivisional conditions will apply to AMTRAK Engineer Pilot assignments that actually operate in established ID service territory.
7. The Carrier will not be subject to any penalties as a result of conflicting with other rules in the application of this agreement.
8. This agreement will terminate ten (10) days from the date of a written notice by either party.

Dated at Cheyenne, Wyoming this 1st day of June, 1991.

FOR THE ORGANIZATION:

          /s/ Michael Young            
M. A. Young  
General Chairman, BLE

FOR THE CARRIER:

          /s/ W. S. Hinckley            
W. S. Hinckley  
Director Labor Relations