

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

MODIFICATION OF RULE 24,
'COMBINATION SWITCH AND ROAD SERVICE'

IT IS HEREBY AGREED:

Rule 24, "Combination Switch and Road Service", of the present labor contract is revised to read as follows:

a) Engineers assigned to combination switch and road service may be called to make one or more turnaround trips out of the same terminal within a zone extending 50 miles in any direction and paid actual miles with a minimum of 100 miles or 8 hours, provided that crew will not be required to make a succeeding trip out of their terminal after they have run 100 miles or been on duty 8 hours, except as a new day. Engineers will begin a new day when required to make trip out of their terminal if on duty 8 hours before their train is coupled together and air test made.

b) All initial and final terminal time or work shall be paid for on minute basis and all time elapsing at terminal of assignment between trips which are commenced prior to engineer having run 100 miles or been on duty 8 hours shall be paid for on same basis as final terminal time or work.

c) On runs of 100 miles or less, overtime will begin after the expiration of 8 hours; on runs of over 100 miles, overtime will begin when the time on duty exceeds the miles run divided by 12 ½; overtime shall be paid on the minute basis at the rate per hour of 3/16ths of the daily rate.

d) Time on trips which constitute a day's work as provided herein will be allowed on basis of continuous time from time of reporting for duty until released, or on basis of actual miles run and time consumed at terminal of assignment in switching, including preparatory and held time, whichever the greater.

Example No. 1

Engineer on duty LaSalle 1:00 p.m.

Switches until 2:00 p.m.

Makes trip LaSalle to Pierce and return, 2:00 p.m. to 4:00 p.m., distance of 41 miles.

Switches at LaSalle 4:00 p.m. to 6:00 p.m.

Makes trip LaSalle to Brighton and return, distance of 54 miles, 6:00 p.m. to 8:30 p.m., released 9:00 p. m.

Compensation -- 95 miles plus 3 hours, 30 minutes terminal time. In this case, the actual miles run plus the terminal time computed separately exceeds allowance on continuous time basis.

Example No. 2.

Engineer on duty LaSalle 1:00 p.m.

Switches 1:20 p.m. to 2:00 p.m.

Makes trip LaSalle to Peckham and return, 7 miles, 2:00 p.m. to 3:00 p.m.

Switches at LaSalle 3:00 p.m. to 6:00 p.m.

Makes trip LaSalle to Gowanda and return, 32 miles, 6:00 p.m. to 8:00 p.m.

Switches at LaSalle 8:00 p.m. to 8:30 p.m.

Makes trip LaSalle to Barnesville and return, 40 miles, 8:30 p.m. to 11:15 p.m.

Released 11:30 p.m.

Compensation -- 147 miles. In this case, payment on continuous time basis exceeds allowance of actual miles run plus the terminal time.

Example No. 3

Engineer on duty LaSalle 1:00 p.m.

Switches until 2:00 p.m.

Makes trip LaSalle to Pierce and return, 41 miles, 2:00 p.m. to 4:00 p.m.

Switches until 6:00 p.m.

Makes trip LaSalle to Brighton and return, 54 miles 6:00 p.m. to 9:00 p.m.

Makes trip LaSalle to Hardin and return, 31 miles,
involving 30 minutes initial and 30 minutes final time.

Released 1:00 a.m.

Compensation -- 1:00 p.m. to 9:00 p.m. (on duty 8 hours), allowed 95 miles plus 3 hours terminal time. Allowance 9:00 p.m. to 1:00 a.m., 100 miles, account engineer required to make succeeding trip out of his terminal after he had been on duty 8 hours.

e) A minimum of 100 miles will be allowed for service performed beyond the limits of the 50-mile zone at the rate and under the rules governing the service performed, but such time or miles will not be used in computing overtime on the assignment.

f) Engineers regularly assigned to combination switch and road service will be paid 5-day yard rates, and guaranteed not less than 100 miles or 8 hours for each day assigned or held available for service. Engineers may be used in any other service to make up guarantee on days regularly assigned service is discontinued, but such service shall be paid for at schedule rates with minimum allowance of 100 miles at 5-day yard rates. However, this does not permit using such engineers in pool freight service out of Beatrice or Sterling ahead of engineers in pool freight service.

g) It is understood that this provides how engineers may be used in any class of service in lieu of their assigned service, but it does not authorize compensation thus earned to be applied to make up any time that engineers were ready for service and not used.

h) Bulletin will show terminal, starting time and days included in assignment.

i) Engineers may be started up to two hours later than bulletined starting time according to service conditions, provided they are advised prior to the end of the preceding shift each day-of the changed starting time, and time will commence at time required to report for duty. If started more than two hours later than the bulletined time, pay will commence at the bulletined starting time.

NOTE: For service performed in advance of bulletined starting time, see Rule 23(k)(2) and (3).

Dated at North Kansas City, Missouri, this 16th day of January 1987.

FOR THE BROTHERHOOD
OF LOCOMOTIVE ENGINEERS:

 /s/ E. G. Becker
E. G. Becker
General Chairman

FOR THE UNION PACIFIC
RAILROAD COMPANY:

 /s/ A. C. Hallberg
A.C. Hallberg
Regional Director Labor Relations

January 16, 1987

File: 1860-1
Mr. E. G. Becker
General Chairman, BLE
228 Keeline Building
Omaha, NE 68102

Dear Sir:

This refers to our January 14, 1987 conference .at which we discussed implementation of the revised Combination Switch and Road Service Rule:

It was understood that if a combination switch and road service job is worked three consecutive days, it will be considered regularly assigned.

If the foregoing accurately reflects our understanding please so indicate by signing in the space provided below, returning the original to this office and retaining the copy for your files.

Yours truly,

 /s/ A. C. Hallberg

A. C. Hallberg

AGREED:

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