

CT/AH

MEMORANDUM OF AGREEMENT  
Between  
THE BURLINGTON NORTHERN AND SANTA FE RAILWAY COMPANY  
And The  
UNITED TRANSPORTATION UNION  
(Coast Lines)

1. Trainmen home terminated at Bakersfield may be called on duty at the home terminal, with deadhead and service combined, to go to the away-from-home terminal, or any point between the home terminal and the away-from-home terminal, to secure a train and return to the home terminal.

1.1 Payment shall be on the basis of continuous time or miles, with a minimum of a basic day.

1.2 Trainmen shall not be tied-up at the away-from-home terminal for rest when handled under the terms of this Section.

2. There shall be no yard run-around payment due any crew called to perform a service trip out of the home terminal in the event a crew called under Section 1 hereof departs the terminal ahead thereof.

2.1 Crew(s) who are run-around at the away-from-home terminal as a result of the application of this Agreement shall be restored to the original rotational order at the first opportunity, if so requested by the Conductor.

2.2 It shall be the Conductor's responsibility to advise crew management, upon tie-up at the home terminal, when restoration of turn is desired at the home terminal.

2.3 In lieu of applying Sections 2.1 and 2.2 above to individual Conductors, the Local Chairman has the authority to advise Crew Management regarding the placement of turns run-around as contemplated by this Section. Notification must be in writing and shall apply to all turns in the identified pool.

3. It is recognized that there shall be no run-around payments due any crew(s) at the away-from-home terminal when a crew is operated, under Section 1 hereof, with service and deadhead combined.

3.1 A rested crew at the away-from-home terminal shall not be run-around more than three (3) times by a crew called in combined service at the home terminal under the terms of this Agreement. If the rested crew is run-around a fourth time by another crew called in combined service, the crew shall be deadheaded home and paid line miles.

14 hrs  
4. Employees working in the pool subject to this Agreement shall receive continuous away-from-home-terminal time for all time in excess of twelve (12) hours held at the away-from-home terminal, until ~~departure~~ <sup>called</sup> to the home terminal or, in the case of a deadhead, until transportation is provided.

5. Trainmen working in the pool subject to this Agreement who are called to deadhead, separate from service, to the away-from-home terminal, shall be actual miles for the deadhead in the event of not being called for a service trip back to the home terminal within twelve (12) hours of being relived from service following the deadhead.


6. This Agreement shall be subject to automatic cancellation by the service of fifteen (15) days notice, one party upon the other. The parties commit to meet during this fifteen (15) day period in an effort to resolve the issues that caused service of the cancellation notice.

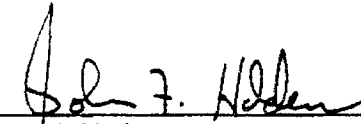
This Agreement shall become effective JUNE 5, 1998.

Signed at Ft. Worth, TX this 5<sup>th</sup> day of JUNE, 1998.

FOR THE BURLINGTON NORTHERN  
AND SANTA FE RAILWAY COMPANY:

FOR THE UNITED TRANSPORTATION  
UNION:

  
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General Director Labor Relations

  
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General Chairman