

MEMORANDUM OF AGREEMENT entered into between the Atchison, Topeka and Santa Fe Railway Company and the United Transportation Union (CT&Y) Coast Lines.

IT IS AGREED:

That the letter of understanding dated January 8, 1992, regarding the modification of Article 10(c)(12) of the Roadmen's Agreement is amended as follows:

1. Calwa trainmen who have been used in short turnaround service out of Bakersfield will, upon request, be marked up first out to return to their home terminal, subject to their availability under the Hours of Service Law. If, in the dispatcher's opinion, a trainman cannot be used prior to the eight hours' rest and is runaround, the Carrier will not be subject to claims even though it is determined the first-out trainman could have made the trip under the Hours of Service Law. A trainman shall not be used for a second short turnaround if there is another trainman available who has not made a turnaround.
2. A brakeman used out of Calwa to Bakersfield will remain with that conductor to the away from home terminal. At the away-from-home terminal that brakeman may be called for service with the same conductor, or earlier with another conductor if the Carrier so desires.

This agreement may be cancelled by either party serving ten (10) days written notice on the other party.

This agreement will become effective on the 1st day of October, 1995.

SIGNED at Schaumburg this 21st day of September 1995.

C. J. Stevens
Local Chairman - UTU

David Hebble
Manager - Labor Relations

APPROVED:

Ed F. Holden
General Chairman - UTU

William H. Lind
Director - Labor Relations

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