

Memorandum of Agreement
Between
BNSF Railway Company
and
United Transportation Union (former Coastlines)
(Applicable only on the Richmond Subdivision between Richmond and Glen Frazier)

Effective with this Agreement:

1. Road Utility Brakeman positions may be established at Richmond, CA under the terms and conditions specified herein.
2. The assignments described in this Agreement can be:
 - A. Assigned as five day assignment with regular start times

or

 - B. Be run extra off of the Richmond Brakeman's extra-board as an irregular assignment.
3. Road Utility Brakeman can perform all of the regular duties of a brakeman. They may also handle end of train devices as necessary, and perform the following administrative duties:
 - Communicate with designated parties (other crews, field support personnel, train dispatchers or other supervisors, etc.) in order to expedite the building of trains at Richmond
 - Prepare and/or transmit paper and/or electronic reports in connection with any car movements at Richmond.
 - Attach to Road Crews to assist in making pickups and set outs outside the Richmond switching limits with the limits of Glen Frazier, the utility Brakeman can only attach to one crew at a time.
 - If the Utility Brakeman is utilized they will be considered as part of the crew and any moves made by the crew will not be counted towards violation of the 1992 conductor only agreement.
 - If the Utility Brakeman handles an ETD at a qualifying location the crew will be entitled to pay under the ETD agreement
4. The basic daily rate of pay applicable to Road Utility Brakeman working under this Agreement will be \$281.15, subject to any future wage or COLA increases applicable to other basic daily rates. Overtime will be on a minute by minute basis after the expiration of 8 hours on duty.

5. The assigned territory of Road Utility Brakeman working under this Agreement will include Richmond, CA and all territory between Richmond, CA and the station limits of Glen Frazier (MP 1173).
6. These Road Utility Brakeman assignments are eligible for holiday pay and, if assigned, will be allowed the same number PLD'S as an assigned Road Switcher Brakeman.
7. Each Road Utility Brakeman will be tied up at Richmond, CA at the conclusion of their shift.
8. The Road Utility Brakeman rate of pay will be used for compensation of PL Days for employees assigned to regularly assigned positions only.
9. When calculating vacation pay in accordance with the current Vacation Agreement, the Road Utility Brakeman rate of pay will be considered as the last service performed when applicable.
10. The Coastlines meal period will apply to this position.

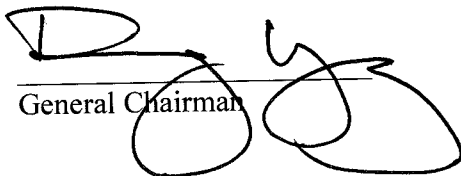
This Agreement may be canceled upon 15 days written notice by either party.

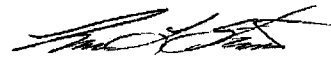
Signed and effective on March 15, 2010.

FOR CONDUCTORS AND BRAKEMEN
REPRESENTED BY UNITED
TRANSPORTATION UNION:

FOR BNSF RAILWAY CO.

Approved:


General Chairman


General Director Labor Relations

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United Transportation Union
GENERAL COMMITTEE OF ADJUSTMENT
THE BURLINGTON NORTHERN AND SANTA FE RAILWAY
(COAST LINES)

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12465 Mills Ave.
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D.L. Young
General Chairman

G.E. Bay
First Vice-Chairman

A.V. Bojorques Jr.
Second Vice-Chairman

A.W. Grossweiler
Third Vice-Chairman

R.S. O'Connell
Secretary

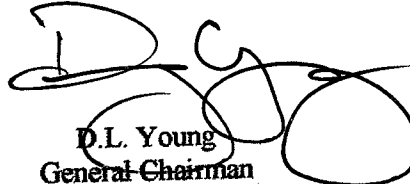
February 26, 2010

Gene L. Shire
General Director Labor Relations
Burlington Northern Santa Fe
P.O. Box 961030
Fort Worth, Texas 76161-0030

Mr. Shire:

For clarification purposes, it is agreed that the "meal period" referred to in Section 10 will be paid under the Coastlines Yard Meal Agreement. The "yard meal period rule" will be applied to this road assignment and this road assignment alone. If you concur please affix your signature below.

Respectfully,


D.L. Young
General Chairman

Gene L. Shire

I concur,
G.L. Shire
General Director Labor Relations, BNSF