

**BNSF**



WENDELL BELL  
*General Director - Labor Relations*

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July 25, 2000

Mr. Jack Holden, GC  
United Transportation Union

Dear Mr. Holden:

This is in reference to our discussions about the manning of the Roseville trains, and will confirm the results of our meeting in Reno on June 14.

We agreed that Stockton – Keddie pool crews, and not the Stockton extra list, would be used to handle the trains destined to and coming from Roseville. When a Stockton – Keddie pool crew is used to handle a train from Stockton to Roseville, the crew will be transported, in combined service, to Keddie, where they will tie up for rest. At Keddie, they will either be used to handle an eastbound (southbound) train back to Stockton, or be deadheaded back to Stockton.

When a train needs to be handled out of Roseville bound for Stockton, the first-out crew at Keddie will be transported down to Roseville, and then handle the train, in combined service, to Stockton. If, at the calling time of the train, no pool crews are rested and available, an extra board conductor may be used to handle the Roseville traffic, and a train so manned will perform no work en route (except setting out bad orders).

It was understood that this handling will eliminate any future claimed need for a brakeman to be part of the crew on the trains operating in either direction between Stockton and Roseville. It was also agreed that this letter is subject to cancellation, on thirty-day's notice, by either party and will not be considered to be a precedent in the interpretation or application of the applicable Crew Consist Agreement.

Please indicate your acceptance of these understandings by signing this letter.

Sincerely,

Handwritten signature of Wendell Bell in cursive script.

Accepted:

Handwritten signature of Jack Holden in cursive script, positioned above a horizontal line.  
General Chairman-UTU