

Mack



**BURLINGTON NORTHERN RAILROAD**

Fort Worth, Texas  
July 22, 1988

File: CT-22(a)

L. R. Burk  
S. C. Ellis  
T. H. Lynch  
J. A. Mills  
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RE: Handling of Rear-End Device

On July 19, 1988, we met with the General Chairmen representing the UTU in an attempt to solve, among other issues associated with cabooseless operation, an ongoing dispute involving circumstances which would allow a train or yardman to be required to handle a rear-end device. After several hours of discussion, which included examples from both sides of the table showing how the 419 Awards were being misinterpreted, the following language was understood to reflect circumstances when a train or yardman may be required to handle the rear-end device at points where other "appropriate personnel" are on duty and available.

"At locations where a train is inspected by other than train or yardmen prior to departure or after arrival, and prior to switching, classification or further handling; appropriate personnel, other than train and yardmen, will be required to handle the rear end device. When a train is to be doubled into the yard by a crew other than the inbound road crew, interchanged or handled to another location within the terminal, in whole or in part, train or yardmen may be required to handle the rear end device provided that the cut of cars or train upon which such device is located is in connection with the train or yardmen's assigned duties and the handling of the rear end device is necessary in order to accomplish the movement."

The intent of the above is to clarify that a train or yardman will not be required to handle the rear-end device of the train if employees of other crafts will be performing the inbound or outbound inspections or air tests. If train or yardmen are doing their own inspection or air test or in the event the train is being delivered to a connecting carrier, these UTU-represented employees may be required to handle the rear-end device. Moreover, if other than UTU-represented employees are not involved with inspecting or testing of cars prior to switching, classification or further handling of the train upon arrival, the train or yardmen may be required to handle their FRED. It is crucial that the rear-end device being handled by UTU-represented employees is in connection with the train or cut of cars being handled by the crew and that the removal or installation of the device is necessary in order to accomplish whatever assignment they are attempting to accomplish.

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By copy of this letter to the involved General Chairmen, I am confirming our understanding reached on July 19, 1988, in Fort Worth, Texas.

*R. E. Cassity*  
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cc: D. W. Hill  
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A. M. Lankford  
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