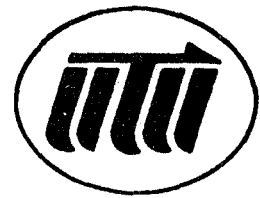


# ***united transportation union***



227 EAST SUNSHINE, SUITE 101  
SPRINGFIELD, MISSOURI 65807  
TELEPHONE: (417) 862-5459

GENERAL COMMITTEE OF ADJUSTMENT  
BURLINGTON NORTHERN (FORMER FRISCO)  
SAND SPRINGS RAILWAY

October 30, 1986

Mr. L. R. Burk  
Director Employee Relations  
Burlington Northern Railroad Company  
3253 East Chestnut Expressway  
Springfield, MO 65802

Dear Mr. Burk:

This will confirm our conference discussion with Assistant Director Labor Relations W. M. Schubert on October 24, 1986, regarding the proper calling of crews in interdivisional service when an unrested crew is involved, or when the restoration-to-turn provisions are involved.

The following example will be used to demonstrate our understandings:

Considering interdivisional service operated on a 1-on-1 crew rotation between Kansas City and Springfield, Missouri, the crew board at Kansas City (at the time the first southward train is called) is as follows:

|            |   |
|------------|---|
| First out  | AG-1 (Ash Grove District crew) not rested |
| Second out | KC-1 (Kansas City District crew) rested   |
| Third out  | AG-2 rested                               |

Case A: When the first southward train is to be called AG-1 will not be rested, because that crew exceeded 12 hours on duty en route to Kansas City and must have 10 hours' rest under the Hours of Service Law. AG-2 arrived at Kansas City 30 minutes later than AG-1 but required only 8 hours' rest. Thus, AG-2 will be rested when the train is called.

Understanding:

The parties agree that in Case A the rules require that KC-1 be called for the train, since the use of AG-2 in this case would constitute a runaround. Here, KC-1 is the first-out, rested crew and should be used, with an offsetting adjustment to be made as soon as possible.

Mr. L. R. Burk  
October 30, 1986  
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Case B: AG-1 has been runaround en route to Kansas City by AG-2 who was deadheaded by highway after AG-1 departed Springfield on a northward train. On arrival at Kansas City, AG-1 requested restoration to turn but is not yet rested when the southward train is called. AG-2 is rested.

Understanding:

We have agreed that in this case it would be proper to call AG-2 for the train and return AG-1 to the third-out position behind KC-1. In this case the restoration to turn rule affects only the two AG crews and KC-1 is not runaround.

Case C: The facts are the same as in Case A, except that KC-1 has already been called "out of turn" for an earlier train. Thus, KC owes AG a start at Kansas City.

Understanding:

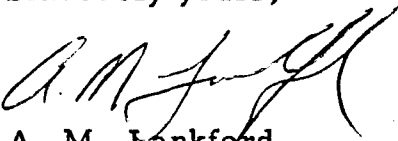
In this case we agreed that it would be proper to use AG-2, leaving AG-1 first out to make up the previous "back to back" use of KC crews.

These examples were formulated to clarify any misunderstandings which might have existed as to the proper application of the rules involved, and to insure consistent handling in these instances. During our conference we also discussed the practice of aggregating crews out of their away-from-home terminal. This is to confirm our advice that we have no objection to that practice, so long as it does not violate the prescribed crew rotation between the involved districts or the first-in/first-out principle between crews of the same district.

If the examples cited herein correctly recite the parties' understandings, please sign the duplicate copy of this letter and return it for our files.

Sincerely yours,

AGREED TO:

  
A. M. Lankford  
General Chairman

  
Director Employee Relations

RDK/cp

cc: Mr. T. C. McClellan, Manager-Transportation Services  
Mr. W. C. Walpert, General Chairman, BLE