

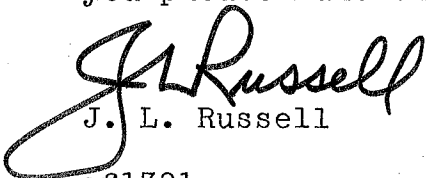
St. Paul, Minnesota  
January 21, 1983

File 3000-238-6

Mr. J. K. Vaden  
Terminal Superintendent - Tulsa  
Mr. T. L. Sullivan  
Ms. S. C. Ellis

With reference to my letter of January 12, 1983, in connection with Memorandum of Agreement with the UTU signed January 11 and effective January 15, 1983, amending Sections 4 and 5(c) of the Memorandum of Agreement of April 20, 1981, concerning Tulsa-Fort Worth Interdivisional service.

In the sixth line of paragraph 2, it is stated: "(i.e., in rotation, one for one)." This statement is in error. It should have read: "(i.e., in rotation, one for two)." Will you please make these necessary corrections.

  
J. L. Russell

af1721

cc: Mr. R. L. Akins  
Mr. J. F. Moore

RECEIVED

JAN 24 1983

OFFICE GEN. CHM.  
UNITED TRANS.  
UNION

*K-r  
T-m 3  
(over) Dispo*

St. Paul, Minnesota  
January 12, 1983

File 3000-238-6

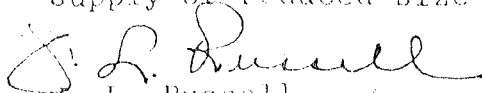
Mr. J. K. Vaden  
Terminal Superintendent - Tulsa  
Mr. T. L. Sullivan  
Ms. S. C. Ellis

Attached hereto is a Memorandum of Agreement with the UTU signed January 11 and effective January 15, 1983; amending Sections 4 and 5(c) of the Memorandum of Agreement of April 20, 1981 concerning Tulsa-Ft. Worth Interdivisional service.

Section 1 of this Agreement eliminates the equalization, equalization accumulation, and equalization crews so far as the Tulsa-Madill territory is concerned; that is, in the future we will simply run the Tulsa and Sherman crews on the Tulsa-Madill portion in the manner set forth in the Agreement (i.e., in rotation, one for one). Consequently, you may stop making your equalization reports and accumulation reports for the UTU but your reports should be continued insofar as "starts" made by the two sets of crews.

Section 2 of this Memorandum of Agreement changes the definitions of "Creek Subdivision employe" and "Sherman Subdivision employe," as they are contained in Section 4 of the ID Agreement. The change essentially deals with the matter of permitting employees who were designated as a "Sherman Subdivision employe" under the prior definition to relinquish that status by giving written notification to the Assistant Superintendent at Sherman and the appropriate UTU Local Chairmen. Mr. Sullivan will have to see that the Tulsa Terminal Superintendent and the Tulsa callers are advised when one of these written notifications is received, so that their records can be changed accordingly. The written notification should be preserved on the individual's personal record file.

Also attached, or shortly to follow (depending upon whether they are available at the time this letter is released), is a small supply of reduced-size copies of this Memorandum of Agreement.

  
J. L. Russell

cw1514

Attachment

cc: Mr. R. L. Akins  
Mr. J. P. Moore

MEMORANDUM OF AGREEMENT

IT IS AGREED:

1. Section 5(c) of the Memorandum of Agreement signed April 20, 1981, concerning Tulsa - Ft. Worth interdivisional service is revised to the extent of eliminating the provisions for the Train-Mile equalization, its accumulation and the establishment of equalization crews on the Tulsa - Madill territory. This elimination will also have some effect on the percentages set forth in Section 4 in that there will no longer be this precise equalization by equalization crews.
2. The definition of "Creek Subdivision employe" and "Sherman Subdivision employe", as contained in Section 4 of that Agreement, are amended to read:

"Creek Subdivision employes" as used in this Section 4, means those Creek and Sherman Seniority District employes holding an assignment (including extra board) on the Creek Subdivision on April 20, 1981, and those employes who have relinquished their "Sherman Subdivision employe" status under the provisions of the following paragraph.

"Sherman Subdivision employe", as used in this Section 4, means those Creek and Sherman Seniority District employes holding an assignment (including extra board) on the Sherman Subdivision or Sherman Yard on April 20, 1981, who have not relinquished such status. Such employes may permanently relinquish such status (and thereby become a "Creek Subdivision employe") by written notification to the proper Carrier officer (now the Assistant Superintendent at Sherman) and the Creek and Sherman UTU Local Chairmen."

Signed at St. Paul, Minnesota, this 11<sup>th</sup> day of January 198~~3~~, and effective January 15 198~~3~~.

FOR: Conductors, Brakemen and  
Yardmen represented by  
the UNITED TRANSPORTATION  
UNION

By:

*J. R. Reynolds*  
General Chairman

FOR: BURLINGTON NORTHERN  
RAILROAD COMPANY  
(Formerly St. Louis-  
San Francisco Railway  
Company)

By:

*J. J. Pataffy*  
Assistant Vice President