

MEMORANDUM OF AGREEMENT

IT IS AGREED:

The parties signatory hereto are agreeable, in accordance with the provisions of Article XII of the January 27, 1972 National Agreement, to the operation of interdivisional service on the specified territories, subject to the following provisions of this Agreement.

NOTE: As used in this Agreement, the term interdivisional service includes interdivisional, interseniority district, intradivisional and/or intraseniority district service.

1. Interdivisional through freight service may be operated (subject to the application of the conversion rule) on the territory between Tulsa and Madill (both directions), between Madill and Ft. Worth (both directions), and/or between Tulsa and Sherman (both directions).
2. (a) Interdivisional through freight service on the Tulsa-Madill and Madill-Ft. Worth territories shall be protected by separate "Long Pool Crews," with home terminals at Tulsa, Madill and Ft. Worth, that are to be assigned solely to the protection of such interdivisional service but otherwise covered by existing agreements and understandings (including mileage regulation agreements) except as otherwise specified in this Agreement.

(b) Separate "Short Pool Crews" assigned solely to any of the subdivisions in these territories may also be maintained if there is sufficient mileage (as determined under mileage regulation agreements and understandings), and such "Short Pool Crews" will rotate among themselves, separated entirely from the "Long Pool Crews." Where "Short Pool Crews"

are not maintained, or where maintained but not available, service that is to be performed entirely on one subdivision (i. e., not interdivisional), except as otherwise provided herein, shall be protected by crews made up of extra men.

- (c) Regular assigned service (i. e., local freight, road switcher, etc.) may be established to operate over all or part of these two territories (Tulsa-Madill and Madill-Ft. Worth) under the system agreement rules applicable to such service except that the manning of the crew or crews will be subject to equalization between employees of the present seniority districts if the assignment is to operate on more than one of the present seniority districts.

- 3. (a) On the effective date of this Agreement, the seniority dates of individual employees on the 2 seniority districts shall become their "prior rights" seniority date(s) which they may thereafter use to obtain assignments that work solely on their former seniority district or to obtain assignments that are allocated to employees of their former seniority district by this Agreement.

- (b) On the effective date of this Agreement, the names on the seniority rosters of the former Creek and Sherman Seniority District shall be placed on the bottom of the Ft. Worth Seniority District and the names on the seniority roster of the former Ft. Worth Seniority District shall be placed on the bottom of the Creek and Sherman Seniority District. Employees establishing seniority after the date of this Agreement shall establish the one date on a common seniority roster.

- (c) Those employees who held assignments on the Sherman Subdivision on the date of this Agreement will retain "prior rights" to the assignments that are established at Madill. When no "prior rights"

*See M/A dated
5-25-82*

employe bids on any assignment with home terminal at Madill, that assignment may be transferred to Ft. Worth or Tulsa and the Carrier and the Organization will meet at the local level in order to agree on changes in the rotation specified in this Agreement.

- (d) The description of the involved seniority districts in the Conductors' and Brakemen's and Firemen's system agreements shall be changed to conform to this Section 3.

4.* (a) Actual miles to be run in interdivisional service between Tulsa and Madill are 177.6 miles. Actual mileage of the Creek Subdivision is 113.7 miles and of the Sherman Subdivision is 63.9 miles. Thus Creek Subdivision employes will be entitled to 64% and Sherman Subdivision employes will be entitled to 36% of the total train miles in interdivisional service between Tulsa and Madill.

(b) The actual mileage between Madill and Ft. Worth is 139.2 miles. Actual mileage of the Sherman Subdivision is 43.1 miles and of the Ft. Worth Subdivision is 96.1 miles. Thus Sherman Subdivision employes will be entitled to 31% and Ft. Worth Subdivision employes will be entitled to 69% of the total train miles in interdivisional service between Madill and Ft. Worth.

(c) The actual mileage for a through freight assignment operating between Tulsa and Sherman is 220 miles. Actual mileage of the Creek Subdivision is 114 miles and on the Sherman Subdivision is 106 miles. Thus Creek Subdivision employes will be entitled to 51.8% and Sherman Subdivision employes will be entitled to 48.2% of the total train miles made by such an assignment.

(d) "Creek Subdivision employes" as used in this Section 4, means those Creek and Sherman Seniority District

employees holding an assignment (including extra board) on the Creek Subdivision on the date of this Agreement.

"Sherman Subdivision employees" as used in this Section 4, means those Creek and Sherman Seniority District employees holding an assignment (including extra board) on the Sherman Subdivision or Sherman Yard on the date of this Agreement.

"Ft. Worth Subdivision employees" as used in this Section 4, means those employees who hold seniority on the Ft. Worth Seniority District on the date of this Agreement.

5. (a) Except as otherwise provided in this Agreement, pool crews in interdivisional service on the Tulsa-Madill territory (Creek and Sherman Subdivisions) and on the Madill-Ft. Worth territory (Sherman and Ft. Worth Subdivisions) will be alternated between Tulsa and Madill on a 2-to-1 basis (e. g., 2 Creek crews, then 1 Sherman crew, then 2 Creek crews, etc.) out of both terminals of each territory and will be alternated between Madill and Ft. Worth on a 2-to-1 basis (e. g., 2 Ft. Worth crews, then 1 Sherman crew, then 2 Ft. Worth crews, etc.) out of both terminals of each territory. It is recognized that crews may have to be used out of turn when a crew (whose turn it is) is not rested, but when this is necessary, an offsetting adjustment (in number of crews from the unrested crew's district) in the alternation of the crews will be made (as soon as rested crews are available) in order to restore the balance.
- (b) Assigned through freight service between Tulsa and Sherman will alternate on a 1-to-1 basis. There will be 2 Creek crews assigned to work out of Tulsa and 2 Sherman crews assigned to work out of Sherman for each daily set of trains (i. e., 1 northbound and 1 southbound, daily) assigned in this

service. These crews are pool crews and the agreement rules applicable to pool service (e. g., Held Away from Home Terminal, Article 35, Section A of the Conductors' and Brakemen's Schedule and Article 8, Section C of the Firemen's Schedule) will apply.

* (c) The proration of train mileage on both of the first above-mentioned 2 interdivisional territories shall be equalized when the accumulation of mileage (at the rate of 7 train miles for each one-way trip by a Creek crew on the Tulsa-Madill territory and 10 train miles for each one-way trip by a Sherman crew on the Madill-Ft. Worth territory) equals 3,500 train miles. When 3,500 miles are thus accumulated, the junior interdivisional pool crew on the Creek Subdivision will be bulletined to employees on the Sherman Subdivision, or on the other end, a Sherman Subdivision crew will be bulletined to the Ft. Worth Subdivision, respectively. The assigned employees on those junior pool crews will remain on the assignment during this bulletining period and, thereafter, until (and unless) displaced by a new assignee. If there are any bids from employees holding seniority as of the date of this Agreement, the senior bidder will be assigned to work off the accumulated train mileage. Employees establishing seniority after the date of the Agreement shall not have any rights to permanent or 6-day vacancies on these equalization assignments. If there are no bids, the 3,500 train-mile accumulation will be considered to be waived except that a displaced employe (with seniority as of the date of this Agreement) may subsequently bump onto the assignment for whatever remains of the equalization. During the time that an employe is working on an equalization crew on other than his own district, under the foregoing provision, he will be treated as though he was an employe of that other seniority district.

Revised
1-15-83
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(d) Any Conductor, Brakeman, or Fireman who bids in and is assigned to an equalization assignment will be furnished lodging at Carrier expense at the home

terminal of the equalization assignment instead of at the away-from-home terminal of the equalization assignment. This provision is intended as the only exception to the provisions of the last sentence of Section 5 (c).

6. (a) Total trip miles, both working and deadheading, will be treated as equals in the equalization.
- (b) After each payroll period, the Carrier will furnish a statement showing the trips commenced by crews in each interdivisional service operation during that payroll period and the accumulated mileage (as contemplated by Section 5 (c) hereof). Copy of these statements will be furnished to the Local and General Chairmen. The above statements will be used as the basis for determining whether or not the proper rotation and/or equalization is being maintained. If the report indicates that it is not, the proper adjustment will be made.
- (c) Madill will be the home terminal of present employes on the Sherman Subdivision. The home terminal for the Creek Subdivision will remain at Tulsa and the home terminal of the Ft. Worth Subdivision will remain at Ft. Worth. All laying off, reporting for duty and displacements shall be done at the home terminal (except individuals may lay off only in case of sickness at the away-from-home terminal). If an interdivisional pool or assigned through freight employe lays off account sickness at the away-from-home terminal and there is insufficient time to deadhead an extra man (without pay) by train to protect the vacancy, an extra man at the vacancy point shall protect the vacancy and then be deadheaded back to his Extra Board point (with deadhead pay).

7. (APPLICABLE TO CONDUCTORS AND BRAKEMEN ONLY)

- (a) As far as Conductors and Brakemen are concerned, the total number of interdivisional pool crews on one

territory will be regulated twice monthly in accordance with the total number of round trips started out of the 2 home terminals in the previous payroll period as indicated by the tables that are attached hereto. Adjustments in the number of crews at other than those 2 regular semi-monthly adjustment dates (at 12:01 P. M. on the 1st and 16th days of the calendar month) or any variations from these attachments may be made only by unanimous agreement between the designated Carrier representative and the 2 Local Chairmen of the train crafts on a seniority district portion of an interdivisional territory.

- (b) When interdivisional train pool crews are added or abolished, it will be done at 12:01 P. M. and in the same manner that other pool crews are handled, including the provisions that when a crew is added it will be protected by extra men while under bulletin, and when one is abolished it will be abolished immediately if it is in the home terminal and not under call at the time (if not in that terminal, or in the terminal but already called, it is abolished immediately upon return to that terminal).

8. (APPLICABLE TO CONDUCTORS AND BRAKEMEN ONLY)

- (a) Individual Conductors and Brakemen who are assigned in interdivisional service shall be subject to an individual 3,800 pay-mile monthly limitation, i. e., they will not be called for further service (that month) at their home terminal after they have made 3,800 pay-miles.
- (b) Each interdivisional train crew will be assigned a date which shall commence the anniversary month on which the individual crew members mileage limitation shall be computed and on the basis of which the individuals on that crew will be held off after making 3,800 pay-miles. When individuals have been held

off account making their maximum mileage, their pool will continue to work and their vacancies on that pool will be manned by extra employees.

- (c) Each member of an interdivisional train crew, upon completion of each round trip, must register (at the time he registers off duty) the total pay miles made for that round trip and his accumulated total pay miles for that anniversary month. Failing to so register, he will not be called for subsequent service until he has complied with this requirement. The Carrier will have these figures verified daily and will make such figures available for inspection and review at the request of the Local Chairmen.
- (d) When an individual bids in or bumps onto an interdivisional train crew after the anniversary month for that crew has begun, that individual must register on the interdivisional crew mileage register the number of pay miles that he has made in other service or on other assignments since the anniversary month began. This mileage will be used in determining when he reaches his 3,800-mile limitation.
- (e) When an individual assigned to an interdivisional train crew has reached the maximum mileage limitation in a month and is held off, he may not bid or bump or in any way assume another assignment during the remainder of the anniversary month.

If an employe is displaced while he is being held off, he may exercise his seniority on the last day of the anniversary month so as to assume his new assignment on the following day.

If an assignment is bulletined while an employe is being held off, he may exercise his seniority to the assignment (in the same manner that he would if he were absent during the bulletin period) on the last day of the anniversary month so as to assume the assignment on the following day.

See M/A dated

1-17-84

- (f) ~~When a Conductor or Brakeman is used off his interdivisional assignment to protect a vacancy in other service and does not, as a result thereof, miss his regular turn in interdivisional service, the pay miles earned will not be computed in figuring the 3,800-mile limitation referred to in this Section. If, however, the Conductor or Brakeman misses his assignment in interdivisional service and is paid make-whole under applicable rules, that amount shall count in computing the 3,800 pay-miles referred to in this Section.~~
9. (a) When a crew in interdivisional service is called, reports for duty, and is not used, they will be allowed 50 miles and stand first out, but if held more than 4 hours, they will be allowed 100 miles and stand first out. If a call is canceled before the employe leaves his residence or (away from home) lodging facility, the foregoing sentence (and payments) does not apply. If "runaround" account not rested, such crew will not be due additional pay but will be restored to their same relative position on the pool board at their home terminal at first opportunity, provided they give written notification to the Caller.
- (b) Interdivisional crews who perform some service but who are released before leaving their initial terminal, will be paid 100 miles at through freight rate and be restored to the first-out position. They will not be called again until they are rested and it is recognized that other crew(s) may be called around them without penalty while they are resting.

NOTE: The provisions of Paragraphs (a) and (b), above, do not apply to individual extra men when the call and release occurs at their Extra Board terminal; but, instead, such extra men will be handled (and paid) in accordance with applicable system agreement rules.

- (c) An interdivisional crew will not be considered "runaround" when the runaround is because of equalization, rest or other reasons specified in this Agreement.

See R/U of 1-25-82(d)

Interdivisional train crews and Firemen shall, upon written request, be restored to proper turn at the next terminal if possible (if not possible there, they may file written request upon return to home terminal) if they do not tie up at a terminal in the same order that they were called at the home terminal. Interdivisional crews will not be exchanged in a terminal to avoid runaround and when such a "runaround" does occur, no penalty payment is due. (Exception: The Carrier may exchange the crews when, in its judgment, the first crew called is being delayed to the extent that further delay may jeopardize their availability, under the law, to complete the run to their destination terminal.) Thus an interdivisional train crew or Fireman "runaround" at the initial terminal (account of a following crew preceding them out of the terminal, being called and released, or called and not used), on line of road, or at the final terminal will be restored to proper turn by someone on the train crew or by the Fireman advising the Caller, in writing, within one hour after they register off duty (or register their arrival, when deadheading).

10. An interdivisional crew, at their away-from-home terminal, may be called to deadhead at any time after their arrival, regardless of their standing in relation to at-home crews and the normal crew rotation, except they must be called first-in/first-out in relation to other crews from the same seniority district. When 2 away-from-home interdivisional crews are to be called for the same train (one to work and one to deadhead), if one of the crews is not rested and the other one is rested, the rested crew will work the train and the unrested crew will deadhead.

- See M/O*
dated 12-24-76
11. (a) Extra men will protect vacancies on the interdivisional crews of their own seniority district and the employes assigned to these crews will lay off and report at the crew's home terminal (and Extra Board point), except in cases of sickness. If a regular man lays off account sickness at the away-from-home terminal and there is insufficient time to deadhead an extra man (without pay) by train to protect the vacancy, an extra man at the vacancy point shall protect the vacancy and then be deadheaded back to his home Extra Board point with deadhead pay.
- (b) Crews composed of extra men will be used when assigned interdivisional crews are not available to protect the service. The use of such extra crews will be done, as far as practical, in a manner that will assist in arriving at the desired equalization between the seniority districts. When such extra crews are used, they will be worked in the same manner as an assigned interdivisional crew until they return to their home terminal.
- (c) Emergency Conductors who are assigned to interdivisional service as Brakemen will not be used as Emergency Conductor in other than interdivisional service if there is any other qualified employe available for such service. Conductor vacancies in interdivisional service will be filled in accordance with Article 21, Section A of the system Conductors' and Brakemen's Schedule.
12. (a) Except as otherwise provided herein, pool crews that are called to operate solely on one subdivision or between presently existing district terminals of that one subdivision shall be "Short Pool Crews" from that seniority district (as presently constituted). If "Short Pools" are not maintained, or where maintained but not available, a "bum" crew made up of extra men from that subdivision will be called and used.

(b) Except as otherwise provided in this Section, all unassigned work train (which includes wrecker) service on interdivisional territory will be protected by "Short Pool Crews," if maintained and available, but otherwise by "bum" crews composed of extra men from that subdivision.

*See R/UC dated
7-30-84*

(c) Crews on interdivisional runs may be used en route to perform miscellaneous work train service for which an arbitrary allowance is paid. They will not be used in other wrecker or work train service, except as provided in this Agreement.

(d) A crew in interdivisional service may handle the wrecker provided the wrecker is to be handled through a former away-from-home terminal. When the wrecker is handled by a crew in interdivisional service, such crew will be relieved by a "Short Pool Crew" (or "bum" crew) at end of tour of duty if another crew is required. The crew in interdivisional service that handled the wrecker will not be turned back to its originating terminal but will work or deadhead to the opposite terminal. When the wrecker is released, it may be returned to its assigned terminal (if interdivisional service) by using an interdivisional crew called to work or deadhead to the wrecker and return it (deadheading and working to be in one and the same direction) to its assigned terminal.

See R/UC of 12-16-81

(e) Except when required by law, interdivisional pool crews called in interdivisional service will not be tied up between terminals of their runs or turned back to initial terminal, except when their movement is prevented (e. g., engine failure and derailment of their train) or their route to destination is obstructed or impassable (e. g., wrecks and washouts). If the crew is returned to the initial terminal, the crew shall be restored to first-out position (available after rested). Subject to the foregoing exceptions, interdivisional pool crews will not be

tied up en route unless and until it is apparent that they do not have time to complete their run. Interdivisional pool crews tied up under that law will be towed or deadheaded back to their initial terminal or on to their final terminal, as soon as possible, except that when such crews are tied up en route because their train's movement is prevented or their route is obstructed or impassable, they may be required to take rest and then handle their train to the crew's final terminal.

- (f) If the relief crew is to be used and the tie-up (as provided above) occurred before the interdivisional crew traversed the initial subdivision, the relief crew shall be a "Long Pool Crew" called in interdivisional service out of the originating terminal. If the tie-up occurred after the interdivisional crew traversed the initial subdivision, the relief crew shall be a "Short Pool Crew" from the seniority district on which the tie-up occurs. If "Short Pools" are not maintained, or where maintained but not available, a "bum" crew made up of extra men will be called and used. This provision shall not prevent the Carrier from having crews exchange or consolidate trains en route.
 - (g) Existing pay rules relating to the crew that is tied up en route, and then towed or deadheaded into terminal, shall apply.
13. Crews or individuals deadheading in interdivisional service will be paid under present agreement rules, except that: (1) all deadhead mileage over 100 miles will be paid at the deadhead rate established for the first 100 miles and (2) the 50-mile minimums contained in the Conductors' and Brakemen's Schedule shall not apply.
14. When a crew in interdivisional service is involved in an occurrence in regard to which a disciplinary investigation is held, the Carrier may hold the

investigation at other than the crew's home terminal but in such event will allow deadhead pay to and from the point at which the investigation is conducted, regardless of whether or not the individuals are held to be responsible for the occurrence (i. e. , issued discipline). In such event, the Carrier will also furnish or arrange for train or passenger vehicle transportation to and from the investigation point. If required to remain overnight at the investigation point, the crew will be permitted to obtain lodging at the designated facility at Carrier expense and, in such event, will also be entitled to reasonable meal expense (supported by receipts) actually incurred at the investigation point. Compensation for time lost or time for attending the investigation will be determined under existing agreement rules; provided, however, that deadhead pay for going to and from the investigation and pay for attending the investigation shall be included in computing loss of earnings.

15. The conditions and provisions contained in the January 27, 1972 National Agreement shall apply, including but not limited to Article XII, Section 3, and Article XIII (except as otherwise provided in this Agreement). In connection with Section 3 (d) of Article XII, the Carrier will notify a "Long Pool Crew" when they are called (for service or deadhead) if it is intended that they will stop to eat en route; otherwise, they are to understand that they will run through without stopping to eat and will be entitled to the \$1.50 allowance.

16. (a) Existing overtime rules, insofar as they apply to employes in interdivisional pool crew service, are revised to read as follows:

On interdivisional runs of 200 miles or less, overtime will begin at the expiration of 8 hours. On runs of over 200 miles, overtime will begin when the time on duty exceeds the

miles run divided by 25 or, in any case, when on duty in excess of 10 hours. Over-time will be paid for on the minute basis at 3/16ths of the daily rate per hour.

- (b) Existing agreements concerning "Initial Terminal Delay-Freight," insofar as they apply to employes in interdivisional service, are revised to read as follows:

Initial terminal delay shall be paid on a minute basis to employes in through freight service after 30 minutes unpaid terminal time has elapsed from the time of reporting for duty up to the time the train leaves the terminal, at 1/8th of the basic daily rate, according to the class of engine used, in addition to the full mileage, with the understanding that the actual time consumed in performance of service in the initial terminal for which an arbitrary allowance of any kind is paid shall be deducted from the initial terminal time under this rule.

NOTE: The phrase "train leaves the terminal" means when the train actually starts on its road trip from the track where the train is first made up. However, if the train is moved off the assembly track for the convenience of the company and not with the intent of making a continuous outbound move (i. e., spotting for service of mail, switch out bad order car, etc.), initial terminal time will continue until the continuous outbound move is actually started. The continuous move is not disrupted when train is stopped to permit the lining of a switch or because block signal is against them.

Where mileage is allowed between the point of reporting for duty and the point of departure from

the track on which the train is first made up, each mile so allowed will extend by 4.8 minutes the period of 30 minutes after which initial terminal delay payment begins.

EXCEPTION to the provisions of this Paragraph (b): Interdivisional crews called to report at Ft. Worth to deadhead to Irving, who operate a train out of Irving to Madill, shall be allowed Initial Terminal Delay after 75 minutes computed from the time they are instructed to report at Ft. Worth up to the time their "train leaves the terminal" at Irving (subject also to the deduction of time for which an arbitrary is paid at Irving and the other exceptions contained in this rule).

NOTE: The phrase "through freight service," as used in this rule, does not include pusher, helper, mine run, shifter, roustabout, belt line, transfer, work, wrecker, construction, circus train (paid special rates or allowances), road switcher, district runs, local freight and mixed service.

When road overtime accrues during any trip or tour of duty, in no case will payment for both initial terminal delay and overtime be paid, but whichever is the greater will be paid.

When a tour of duty is composed of a series of trips, initial terminal delay will be computed on only the first trip of the tour of duty.

- (c) When overtime, initial terminal delay and final terminal delay accrue on the same trip, allowance will be the combined initial and final terminal delay time, or overtime, whichever is the greater.

17. Lodging will be furnished at the existing agreed upon facilities when interdivisional crews are tied up at other than their home terminal under the provisions of existing agreements.

18. Upon request of a General Chairman or the Director of Labor Relations (other representatives may later be designated by mutual understanding), conference will be held immediately in regard to the operation of these interdivisional crews.

19. (a) Any (separately or collectively) of these interdivisional service operations not now being operated may be inaugurated upon 15 days' advance written notice by the Carrier. The crews that are to protect interdivisional service (and the "Short Pool Crews," if any are to be initially established) will be bulletined (or rebulletined, for existing pool crews) prior to the inauguration of such service so that assignments are effective the day before such service is to be inaugurated.
 - (b) A Conductor-Pilot will be furnished only to "Long Pool Crews" initially assigned to protect interdivisional service, for that portion of the run that is not on their seniority district, until the crew has made 2 round trips, Article 9 of the Conductors' and Brakemen's Schedule to the contrary notwithstanding. The Carrier may, if it desires, work the Conductor-Pilots through to the crews' destination on a continuous miles or hours basis.
 - (c) In the event a Fireman or Brakeman who is in service on the date this interseniority district service is begun is required to "learn" that portion of the road which is not on his seniority district as a condition to his taking assignment on an interdivisional crew or an Extra Board protecting same, he shall be paid for time spent in such "learning the road" the same as if he were working.

20. (a) Regular relief assignments (crews or individuals) may be established to protect rest day relief work on locals or road switchers assigned at Irving. If there is an insufficient number of rest days available for such a regular relief assignment, the Carrier

can create additional day(s) of work (that are not relief on any particular regular assignment) in order to permit the establishment of the relief assignment.

- (b) If there is not sufficient work solely as Brakeman or solely as Conductor to permit the creation of such an assignment solely in the one craft, a combination Conductor/Brakeman relief assignment may be created and bulletined as a Conductor assignment. Such combination relief assignments shall be paid Conductor rate of pay each assigned day.

21. (a) This Agreement shall be construed as a separate Agreement by and on behalf of the Carrier insofar as the Conductors' and Brakemen's Schedule and the Firemen's Schedule Agreements are concerned.

- (b) This Agreement cancels and supersedes any other Agreement (except the National Agreement and except as otherwise specified in this Agreement) previously made in connection with interdivisional service on these territories.

- (c) Nothing in this Agreement is intended to require the use of a Fireman where such use is not required under the provisions of the National Manning Agreement. Similarly, the filling of Brakeman and Yardman vacancies shall be governed by and subject to the provisions of the Crew Consist Agreement effective August 1, 1980.

See H/U dated 3-7-84 22. (a) The Carrier will attempt to give employes (who do not move their residences from Sherman to Madill and who are assigned at Madill) a 2-hour advance call when they are being called to go on duty at Madill. It is recognized that this may not be practical or possible in all cases, but a good-faith effort will be made.

(b) When calling the above-referred to employes at Sherman (and vicinity) the Carrier shall assume any expense for telephone toll charges to call the employe at Sherman, but the individual employe shall be liable for any toll charge between Sherman and his residence.

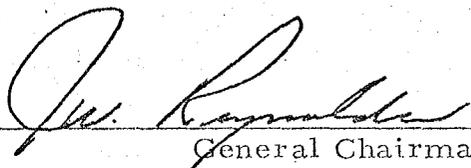
23. Madill, Oklahoma, will be a common station for all road crews operating in to and out of that point and those road crews may be required to perform any work at this location. (Exception: Hugo District crews will be permitted to perform only that work at Madill that they could perform prior to the date of this Agreement.) Should yard service be established, it will be subject to the exercise of "prior rights" of Sherman District employes.

Signed at St. Paul, Minnesota, April 20, 1981.

FOR: BURLINGTON NORTHERN INC.
(Former St. Louis-San Francisco Railway
Company)

By: 
Assistant Vice President

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

By: 
General Chairman

Madill to Fort Worth

(Mileage adjustments to be made the 1st and 16th day of each month)

<u>Round Trips Started</u>	<u>Total Number Crews</u>
0 - 6	1
7 - 12	2
13 - 19	3
20 - 25	4
26 - 32	5
33 - 38	6
39 - 45	7
46 - 51	8
52 - 58	9
59 - 64	10
65 - 71	11
72 - 77	12
78 - 84	13
85 - 90	14
91 - 96	15
97 - 103	16
104 - 109	17
110 - 116	18
117 - 122	19
123 - 129	20

Tulsa to Madill

(Mileage adjustments to be made the 1st and 16th day of each month)

<u>Round Trips</u> <u>Started</u>	<u>Total Number</u> <u>Crews</u>
0 - 5	1
6 - 10	2
11 - 15	3
16 - 20	4
21 - 25	5
26 - 30	6
31 - 35	7
36 - 40	8
41 - 45	9
46 - 50	10
51 - 55	11
56 - 60	12
61 - 65	13
66 - 70	14
71 - 75	15
76 - 81	16
82 - 86	17
87 - 91	18
92 - 96	19
97 - 101	20
102 - 106	21
107 - 111	22
112 - 116	23
117 - 121	24