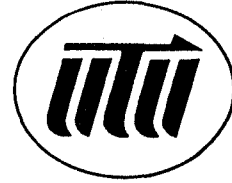


united transportation union



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GENERAL COMMITTEE OF ADJUSTMENT GO-001
BURLINGTON NORTHERN SANTA FE RAILROAD
DULUTH & NORTHEASTERN RAILROAD
RED RIVER VALLEY & WESTERN RAILROAD
SAND SPRINGS RAILWAY

LABOR RELATIONS

March 3, 2006

Mr. R. A. Boldra
Director Labor Relations
BNSF Railway Company
P. O. Box 961030
Fort Worth, TX 76161-0030

MAR 06 2006

FT. WORTH, TX

Re: Trip Rate – Hours of Service Relief Crews

Dear Mr. Boldra:

This will confirm our ongoing discussion of the above caption, and our mutual desire to simplify the basis of pay for certain turnaround service for pool freight crews governed by Trip Rates.

We agreed that pool freight crews paid under Trip Rates who are used for hours of service relief work to bring outlawed trains into the final terminal or properly used to "shuttle" trains out of the initial terminal will be paid a single Trip Rate regardless of the number of trips made; and overtime shall commence on such trips after 8 hours on duty (plus the applicable Trip Rate overtime extender for that pool, if any), regardless of actual miles run.

This understanding applies to pool freight crews called for such service out of their home terminal or their away from home terminal; but it is understood that if a crew is released for lodging at the away from home terminal after completing such hours of service relief/shuttle service, the crew will be paid separately for any subsequent service or deadheading.

We also agreed that this understanding does not eliminate or modify any "not called" claim from a pool or extra employee who should have been used when an on-duty crew performing hours of service/shuttle service is used in violation of the short turnaround restrictions contained in Article 30, Section H of the Conductors' and Brakemen's Schedule. Rather, this understanding governs only the compensation of the on-duty crew who performs such hours of service relief/shuttle service under Trip Rates.

This understanding has no application to those Trip Rate pools where, by mutual agreement, the Trip Rate has already been reduced by deducting compensation for violations of the short turnaround rules during the Trip Rate test period; nor does it apply where pool or extra crews that are *not under Trip Rates* perform hours of service relief. In those territories, existing rules, including Short Turnaround rules, continue to apply. Likewise, this understanding does not modify any existing rule or practice regarding the question of which pool crew(s) may be properly used for such hours of service relief/shuttle work on a particular territory.

Mr. R. A. Boldra
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March 3, 2006

Finally, we agreed that this understanding is made without prejudice to either party's position in our pending arbitration case (Case 9 of Public Law Board 6854) involving the use of a road crew to handle outlawed trains entirely within switching limits.

If this accurately sets forth our agreement on this matter, please sign one copy of this letter and return it for my file.

Sincerely,



R. D. Kerley
General Chairman

RDK/cs

AGREED:



R. A. Boldra
Director Labor Relations

Date March 14, 2006