



Brotherhood of Locomotive Engineers and Trainmen

A Division of the Rail Conference—International Brotherhood of Teamsters

General Committee of Adjustment • Union Pacific Railroad - Northern Region
501 North 2nd Street • Suite 2 • Clinton, Iowa 52732
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B. D. MacArthur
Chairman

M. L. Elsberry
Vice Chairman

M. L. Mercier
Secretary-Treasurer

Clinton, Iowa
March 29, 2010

CIRCULAR LETTER NO. 2

LOCAL CHAIRMEN BLET/UPNR GENERAL COMMITTEE OF ADJUSTMENT

Dear Sirs and Brothers:

Please note the enclosed fully executed agreements for:

1. Familiarization Boards
2. Standing Bids/Application
3. Float Week/Single Day Vacation

The Agreement for Familiarization Boards has passed the ratification process by a vote of 16-1.

The Agreement for Standing Bid and Float Week Vacation has passed the ratification process by a vote of 12-5.

Please retain a copy of these agreements for your records.

Fraternally yours,

B. D. MacArthur,
General Chairman, BLET

BDM:sjm
Enclosure

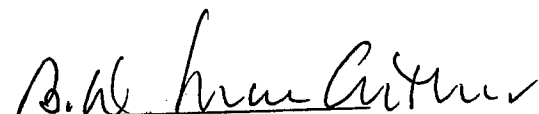
MEMORANDUM OF AGREEMENT
between the
UNION PACIFIC RAILROAD COMPANY
and the
BROTHERHOOD OF LOCOMOTIVE ENGINEERS
AND TRAINMEN
(FOR THE FORMER C&NW LINES TERRITORY)

FAMILIARIZATION BOARD

1. Engineers, including trainmen set-up to engineer, requiring familiarization may be removed from their extra board assignment and temporarily placed on a Familiarization Board.
2. The Familiarization Board shall have the same guarantee, pay and offset provisions of the controlling extra board agreement.
3. The BLET local chairman and CMS will work together in order to rotate the engineers through the Familiarization Board.
4. This agreement may be cancelled by either party by serving a 30-day notice.

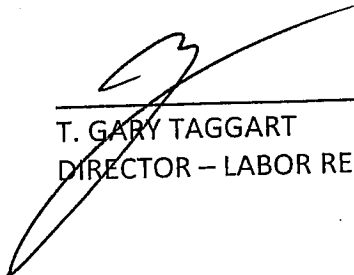
Signed this 24 day of March 2010.

FOR THE BROTHERHOOD
OF LOCOMOTIVE ENGINEERS:



BRUCE MacARTHUR
GENERAL CHAIRMAN – BLET

FOR THE CARRIER:



T. GARY TAGGART
DIRECTOR – LABOR RELATIONS

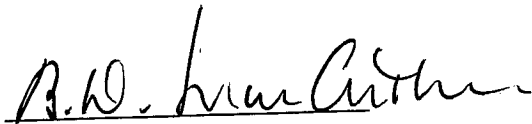
MEMORANDUM OF AGREEMENT
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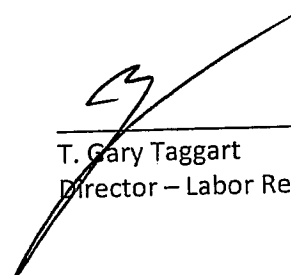
Modification of rules involving single day vacations

In order to provide an alternative procedure to assign vacation periods and allocate single days of vacation, it is agreed:

1. Each engineer may designate one (1) week to "Float" when submitting their original vacation bid.
2. The vacation parameters at each location shall be determined by the total weeks of vacation to assign, excluding all "Float" weeks.
3. Employees may designate up to two (2) weeks as single-days in addition to the "Float" week. If an employee designates a "Float" week as single days, he/she must use any other assigned single days prior to a "Float" week, provided the other assigned singles days are scheduled prior to November 15.
4. All "Float" weeks (or remaining days) must be scheduled by September 1. In the event the "Float" week is not scheduled or taken by September 1, the Local Chairman, with the approval of Crew Management Services (CMS), will schedule the remaining "Float" week single days beginning September 1 and ending November 15.
5. This agreement may be cancelled by either party serving 60-day written notice to be effective January 1st in the following year.

Signed this 24 day of March 2010 and to be effective Apr. 1, 2010


Bruce MacArthur
General Chairman – BLET


T. Gary Taggart
Director – Labor Relations

MEMORANDUM OF AGREEMENT
between the
UNION PACIFIC RAILROAD COMPANY
and the
Brotherhood of Locomotive Engineers and Trainmen
(For the former C&NW Lines Territory)

Modification of rules involving the bulletining of assignments

Any rule or agreement governing bulletins/bidding road and/or yard assignments contained in the C&NW/CMO/CGW/M&StL and Brotherhood of Locomotive and Trainmen Union Agreements are hereby modified as follows:

Article 1:

Engineers will be required to submit electronically an application to CMS designating his/her first, second, third, etc., preference of assignment(s).

- 1) Terminal of Assignment
- 2) Specific CMS Pool or Board and position
- 3) CMS ID of local, road switcher, or other assignment(s)

Article 2:

- A. Except for newly established assignments, all other permanent vacancies that occur shall be filled by the senior engineer with an application on file with CMS.

Example: A crew is added to an existing pool; the vacancy will be filled by application.

- B. The vacancy will be awarded to the senior applicant on file at the time the vacancy becomes known.
- C. Once an application is honored and the employee is assigned to a position of his/her choice, such application and lower preference

applications will be removed from the employee's requests to CMS. All higher preference application will remain on file with CMS.

- D. Once an assignment is made pursuant to this agreement through the employee's application, the employee will not be allowed to rescind their application for that assignment.
- E. When an engineer can no longer hold an engineer position and are setback to trainmen or become furloughed, all engineer applications on file will be removed.

Article 3:

- A. Newly established assignments will be advertised for a period of 5-days.

Example 1: An assigned local is added at a terminal. This new assignment will be advertised for a period of 5-days.

- B. Bids must be submitted no later than 8:00 a.m. the last day of the bulletin, and the senior applicant shall be assigned by 12:01 p.m. that day.
- C. All resulting vacancies will be filled by applications on file in CMS.

Article 4:

- A. If a position cannot be filled by application under this agreement, the senior demoted engineer at the point (location) will be assigned to the vacancy or the Carrier may elect to reduce the extra board and force assign the junior engineer cut off the extra board to fill the vacancy.
- B. If there are no demoted engineers at the point (location) available, the senior demoted engineer from the closest point of supply will be forced assigned to the vacancy.

Article 5:

If an engineer is required to take a place on an engineers working list under Article 4 B. hereof at a location where the carrier provides lodging in a designated lodging facility, the engineer so required will be provided lodging. If there is evidence that employees are sharpshooting, to take advantage of this provision, the parties will abolish this unlimited protection and substitute in lieu thereof on the working district a 60-day maximum.

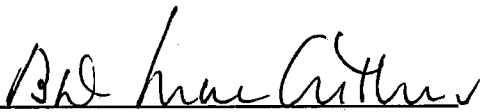
Article 6:

This agreement does not nullify or alter any existing schedule rules or agreements except those specially addressed in this document.

Article 7:

This memorandum of agreement may be cancelled by either party serving a sixty (60) day written notice.

Signed this 24 day of March 2010.



Bruce MacArthur
General Chairman – BLET



T. Gary Taggart
Director – Labor Relations