



UNITED TRANSPORTATION UNION

GENERAL COMMITTEE OF ADJUSTMENT
UNION PACIFIC WEST • CENTRAL CALIFORNIA TRACTION • STOCKTON TERMINAL & EASTERN
ALAMEDA BELT LINE • OAKLAND TERMINAL RAILROAD

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June 11, 2001

Award 121 of PLB 2472

A. C. Hallberg, Director - Labor Relations
Union Pacific Railroad
10031 Foothills Blvd
Roseville, CA 95747

Dear Mr. Hallberg,

This is in regards to your several discussions with Vice Chairperson Holder on the matter of the proper application of Award 121 of Public Law Board No. 2472. During such discussions, it was agreed that Award 121 would be interpreted as follows:

When a yard crew is instructed by a yardmaster or company officer to remove or install an end-of-train (EOT) device in a yard where carmen are employed (meaning on duty and in the yard) for the purpose of inspecting trains, each ground crew member of such yard crew would be compensated a one-hour penalty payment at current applicable straight-time rates, in addition to all other earnings. Only one EOT penalty payment would be made to such yard crew during that shift. The matter of whether carmen are available will not be an issue in determining such EOT penalty payment.

This does not change the respective positions of either party in those yards where carmen are not employed for the purpose of inspecting trains.

If the above correctly reflects our understanding, please so signify in the space provided.

Respectfully,


J. Kevin Klein
General Chairperson

I concur


A. C. Hallberg, Director, Labor Relations