

A G R E E M E N T

between

Union Pacific Railroad Company - Eastern District  
and

United Transportation Union (T)

BRIDGE RUN AGREEMENT  
COUNCIL BLUFFS-OMAHA

IT IS AGREED:

Effective October 1, 1972 the following provisions shall apply to the handling of cars by yard crews between Council Bluffs and Omaha:

1. Council Bluffs crews may deliver or receive cars on the tracks listed below at Omaha, except as provided by Section 2:

Martha Street Yard Tracks 1 through 7, inclusive;  
North and South Running Tracks;  
Main Line Tracks 1 through 4, inclusive;  
Depot Tracks 1 and 2.

2. Council Bluffs crews may deliver rush cars to Main Line Tracks 3 and 4 at South Omaha. Within a reasonable time Organization Local Representatives will be advised of all circumstances in connection with the delivery. Council Bluffs crews will not receive cars at or handle cars from South Omaha.

3. Omaha crews may deliver or receive cars at Council Bluffs, except that Omaha crews will not deliver or receive cars on any of the following Council Bluffs tracks:

Industry tracks;  
Shop Yard tracks;  
Rip tracks;  
House tracks;  
Balloon track;  
Transfer tracks, including "Double O".

4. Except as provided by Section 2, crews may handle cars in both directions between Omaha and Council Bluffs; however, the delivery or receipt of cars by a crew from the opposite yard shall be confined to the tracks designated herein.

5. If the number of cars being delivered or received from the designated tracks by a crew from the opposite yard exceeds the capacity of the first track used, it will not be necessary that any one designated track be filled to capacity before use is made of an additional track or tracks provided, however, the minimum number of tracks necessary to hold the transfer will be used.

6. The equalization of work between crews from the two yards will be accomplished as follows:

(a) The Carrier will keep an accurate record of all bridge run movements, showing separately the number of moves made by Omaha crews and Council Bluffs crews.

(b) Each 60 days the Carrier will tabulate such movements and submit copy to the Local Chairman of each yard. When the distribution of work is out of balance, the parties will meet within 10 days after request is made by either Local Chairman to the Superintendent or his designated representative for the purpose of arranging for the equalization of work. The equalization will be accomplished within 30 days from the date of such meeting.

EXAMPLE: Omaha Yard	- 150 movements
Council Bluffs Yard	- 100 movements
Imbalance	- 50 movements

Council Bluffs yard will receive the 50 movements due within the thirty day period.

(c) The Carrier will not be required to make a light movement in either direction to equalize the runs if the light movement would not otherwise have been made.

7. The parties signatory hereto, having in mind such occurrences as cannot be foreseen, viz., equipment and/or shipments requiring special or expeditious handling, will cooperate to the extent that delays to such shipments or damage from excessive handling will be precluded. Local Officer and Local Chairman will arrange for such exceptions as may occur.

8. The above provisions are subject to periodic review at the request of either party.

9. This agreement supersedes the agreement dated March 26, 1969 and the amendments thereto, and will automatically terminate 10 days after service of notice by either party.

Dated at Omaha, Nebraska this 20th day of September, 1972.

FOR THE	FOR THE
UNITED TRANSPORTATION UNION (T):	UNION PACIFIC RAILROAD COMPANY:

/s/ J. R. Dennis

/s/ J. H. Kenny

General Chairman, UTU(T)

Director of Labor Relations