ITEM ‑ 41(t)

MODIFICATION OF RULE 41

It is agreed that the provisions of Rule 41 of the current agreement between the United Transportation Union (C) and United Transportation Union (T) and Union Pacific Railroad Company, effective November 1, 1957, are hereby modified with respect to its application to the Fourth Sub­division (Hastings to Marysville), Kansas Division, to the extent herein provided:

 1. Pool freight crews who are runaround by other pool freight crews in Hastings yard, or enroute between Hastings and Marysville, will upon arrival at Marysville be given the same relative position on the list at Marysville that they held prior to leaving Hastings, except that crews with less time to work than required by Rules 42(a) and (b) of current schedule, or who became first out before having required rest, shall stand first out after rest period, and upon arrival at Hastings shall be given same relative position on board as was held prior to leaving Hastings on last trip.

 2. Pool freight crews who are runaround by other pool freight crews in Marysville yard, or enroute between Marysville and Hastings, will upon arrival at Hastings be given the same relative post­tion on the list at Hastings that they held prior to leaving Marysville on last trip, except as pro­vided in Section l.

 3. Crews earning 200 miles or more on any one way trip, either out of Hastings or Marvs­ville, will take their turn as per their arrival at either terminal.

 4. Crews requesting rest in accordance with Rule 71 will retain their position on the blue print board. In the event the crew is run around during rest period, they will be placed first out at the expiration of their rest period.

 5. Crews that double out of far terminal and are relieved enroute due to insufficient time will be given same relative position on list at home terminal as held prior to departure from far terminal.

 6. Pool freight crews making short turn­around trip out of either terminal will take posi­tion on list as per arrival at terminal, except crews who make less than 200 miles, or the equiva­lent thereof, on a turn‑around trip out of home terminal will stand first out twelve (12) hours after tying up, unless they become first out prior to that time. Pool freight crews tying up between terminals and receiving legal rest will take nosi­tion on board as per arrival at such terminal.

7. Crews added to pool in accordance with Schedule Rule 38 will not be considered as runaround when other pool crews arriving at Hastings after 1 PM are placed ahead of them under the Provisions of this agreement.

 8. Upon arrival at Hastings or Marysville, trainmen who have been run around, as indicated in paragraphs 1 and 2, will notify proper officer as to their standing on the list at Marysville or Hastings. The Company will not be subjected to penalty pay­ments because trainmen fail to furnish information, or furnish incorrect information. This does not, however, estop the management from taking discipli­nary action when it is developed the employee have furnished incorrect information, and no runarounds will be claimed because crews did not depart in their first‑in, first‑out order at Hastings or Marysville.

 9. This agreement supersedes the agree­ment dated April 6, 1955 and will become effective June 16, 1970. It will automatically terminate ten (10) days after service of notice by either party upon the other of desire to terminate it, at which time the schedule rules affected by this agreement will be in full force and effect.

 Dated at Omaha, Nebraska this 27th day

Of May, 1970.