ITEM ‑ 41(u)

MODIFICATION OF RULE 41

 It is agreed that the provisions of Rule 41 of the current agreement between the Order of Railway Conductors and Brakemen and Brotherhood of Railroad Trainmen and Union Pacific Railroad Company, effective November l, 1957, are hereby modified with respect to its application to the Hugo and Ellis Districts (Denver to Hugo, Sharon Springs to Hugo and Ellis to Sharon Springs), Kansas Division, to the extent herein provided:

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

 2. Pool freight crews who are runaround by other pool freight crews in the home terminal, or enroute between the home terminal and the far terminal, will upon arrival at the far terminal be given the same relative position on the list at the far terminal that they held prior to leaving the home terminal on last trip, except as provided in Section 1.

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

expiration of their rest period, and will establish a new position on the board as of the time they are called.

 4. 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.

 5. Pool freight crews making short turn­around trip out of either the home terminal or the far terminal will take position on the board as per arrival at that terminal. Pool freight crews tying up between terminals and receiving legal rest will take position on board as per arrival at the termi­nal.

 6. Crews added to pool in accordance with Schedule Rule 38 will not be considered as runaround when other pool crews arriving at the home terminal subsequent thereto are placed ahead of them under the provisions of this agreement.

 7. Upon arrival at the home terminal or the far terminal, trainmen who have been runaround, as indicated in paragraphs 1 and 2, will notify proper officer as to their standing on the list at those points. 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 the home terminal or far terminal.

 8. This agreement will become effective December 15, 1966. It will automatically terminate 10 days after any of the parties serves written notice upon the others 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 28th day of November, 1966.