Item  -  Q

AGREEMENT  
between the

UNION PACIFIC RAILROAD COMPANY - EASTERN DISTRICT

and the  
UNITED TRANSPORTATION UNION (C)&(T)

IT IS AGREED:

1.   The east switching limits at Rawlins, Wyoming, are extended to Mile Post 677.75.

2.   The designated arrival point (M.P. 681.16) and the designated departure point (M.P. 682.66) will remain in effect for 5th-6th-12th District crews on trains which do not use the new North Siding (M.P. 677.99 to M.P. 680.20).

3.   Final delay will begin at M.P. 677.75 for west-bound 5th-6th-12th District crews who yard their  
train on the new North Siding.  Initial delay will stop at M.P. 677.75 for eastbound 5th-6th-12th District  
crews who receive train on the new North Siding.

4.  If a westbound train crew is delayed by a switch engine between M.P. 677.75 and M.P. 680.16, such crew's  
final delay will commence at the time first held up.

5.   Seventh District crews will not be required to go east of M.P. 677.75 to pick up a westbound train. If they should be so required, a penalty of 100 miles will be allowed.

6.   The provisions of Part III(b) of the May 22, 1972 Interdivisional Runs Agreement will apply to Seventh  
District crews working in the Rawlins—Green River pool.

7.  This Agreement will be effective February 1, 1981.

Dated at Omaha, Nebraska, this 28th day of January 1981.

FOR                                                   FOR

UNITED TRANSPORTATION UNION (C&T)   UNION PACIFIC RAILROAD COMPANY

General Chairman                    Director of Labor Relations