

A G R E E M E N T

between the

UNION PACIFIC RAILROAD COMPANY  
(Northwestern District - Oregon Division)

and the

UNITED TRANSPORTATION UNION  
C, E & T Divisions

formerly the

ORDER OF RAILWAY CONDUCTORS & BRAKEMEN  
BROTHERHOOD OF LOCOMOTIVE FIREMEN & ENGINEMEN  
BROTHERHOOD OF RAILROAD TRAINMEN

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EXTENSION SWITCHING DISTRICT - ARGO (SEATTLE)

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R E C I T A L S

The present eastward limits of the switching district at Seattle (Argo), Washington are located and terminate at mile post 178 on the Fifth Operating Subdivision (First Seniority District).

Seattle (Argo), Washington is a station on the Fifth Operating Subdivision line and is situated at mile post 180.1. Due to the increase and expansion of the barge and export traffic through Seattle, Washington, congestion in Argo yard proper and limited trackage and to facilitate the switching and expedite the handling of traffic to industries, traffic for export and to relieve the congestion in

Argo yard, the Company proposes to construct a small yard between mile posts 177 and 176 on the Fifth Operating Subdivision (First Seniority District), which yard will be used to store and hold cars, switch and make up cuts of cars, transfers and traffic for industries in the Seattle (Argo) industrial area and for trans-movement of cars via barge and shipping lines.

The Organization and the Company consider that the industries at Seattle (Argo), Washington can be more effectively and efficiently served with improved shipper satisfaction by yard crews now stationed and employed at Seattle (Argo), Washington.

The several national agreements between the Company and the Organization representing train, yard and engine service employees provide procedures for the extension, i.e., changing of switching limits. These provisions for changing switching limits may be identified from the following national agreements --

- (a) BRT: Paragraph (b) of Article 10 (Switching Limits), National Agreement of May 25, 1951.
- (b) ORCS&B: Paragraph (b) of Article 10 (Switching Limits), National Agreement of May 23, 1952.

- (c) BLEBE: Paragraph (a) of Article 7 (Changing Switching Limits), National Agreement of May 23, 1952.
- (d) BLE: Paragraph (a) of Article 7 (Changing Switching Limits), National Agreement of May 23, 1952.

The agreements identified stipulate in part that --

"The Carrier and the General Chairman or General Chairmen shall, within 30 days, endeavor to negotiate an understanding."

The parties have, through an exchange of correspondence, reached an accord on basic principles.

Therefore, IT IS AGREED:

Section 1. Effective July 15, 1969, the present switching district at Seattle (Argo), Washington shall be extended eastward a distance of three miles from mile post 178 to mile post 175 on the Fifth Operating Subdivision line (First Seniority District).

Section 2. On and after July 15, 1969, yard crews stationed and employed at Seattle (Argo), Washington will perform all work within the enlarged and extended switching district, including all work at and in the new yard to be constructed between mile posts 177 and 176 and such work will be performed under yard service rules, rates and conditions.

Section 3. Road crews, on and after the effective date of this agreement, will perform no yard service within the extended switching district defined in Section 1 hereof, except as to such service as may be permissible within the framework of the respective road train service agreements.

Section 4. No further changes (extensions) of the Seattle (Argo) switching district eastward from or beyond mile post 175 will be made, except such changes and/or extensions as may be agreed to through negotiations between the parties signatory to this agreement.

Section 5. Should a new industry locate or desire to locate outside of the switching district as defined in Section 1 hereof, eastward from or beyond mile post 175, such industry may be assured of switching service at Seattle (Argo), provided the industry is located at a point not to exceed one mile eastward from mile post 175 - the extent of the switching limits established pursuant to Section 1 of this agreement - and provided, further, the switch governing movement from the main track to the track or tracks serving such industry is located at a point not to exceed four miles from mile post 178, the extent of the switching limits prior to July 1, 1968.

Section 6. This agreement shall be effective July 15, 1969 and shall continue in effect until changed, altered or amended in accordance with the provisions of the Railway Labor Act, as amended, or as provided in Section 4 of this agreement.

Dated at Portland, Oregon this 1st day of July, 1969.

UNITED TRANSPORTATION UNION:

UNION PACIFIC RAILROAD COMPANY:

J. H. Watson  
General Chairman, T Division

W. B. DeKey  
Assistant to Vice President

C. J. Kunze  
General Chairman, C Division

H. M. Price  
General Chairman, E Division