

A G R E E M E N T

between the

UNION PACIFIC RAILROAD COMPANY  
(Northwestern District)

and

BROTHERHOOD OF LOCOMOTIVE ENGINEERS  
ORDER OF RAILWAY CONDUCTORS AND BRAKEMEN  
BROTHERHOOD OF LOCOMOTIVE FIREMEN AND ENGINEMEN  
BROTHERHOOD OF RAILROAD TRAINMEN

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Switching Limits - The Dalles, Oregon

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R E C I T A L S

The present westward limits of the switching district at The Dalles, Oregon are located and terminate at Mile Post 82.603 on the Fourth Subdivision (Oregon Division).

The several National Agreements between the Company and the Organizations 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) ORC&B: Paragraph (b) of Article 10, (Switching Limits), National Agreement of May 23, 1952.
- (c) BLF&E: 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 February 15, 1962, the present switching district at The Dalles, Oregon shall be extended westward a distance of 3/10ths of one mile from Mile Post 82.603 to Mile Post 82.3 on the Fourth Subdivision (Oregon Division).

Section 2. On and after February 15, 1962, yard crews stationed and employed at The Dalles, Oregon will perform all work within the enlarged and extended switching district, including the use of the setout track, and all 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. Should a new industry locate or desire to locate outside of the extended switching district as defined in Section 1 hereof westward from or beyond Mile Post 82.3, such industry may be assured of switching service at The Dalles, provided the industry is located at a point not to exceed 3.7 miles westward from Mile Post 82.3, the limits of the switching district established pursuant to this agreement.

Section 5. This agreement shall be effective February 15, 1962 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 15th day of January, 1962.

FOR THE  
BROTHERHOOD OF  
LOCOMOTIVE ENGINEMEN

*E. E. Smith*

General Chairman

FOR THE  
BROTHERHOOD OF  
LOCOMOTIVE FIREMEN AND ENGINEMEN

*E. A. Heller*

General Chairman

FOR THE  
ORDER OF RAILWAY  
CONDUCTORS AND BRAKEMEN

*H. L. Biddle*

General Chairman

FOR THE  
BROTHERHOOD OF  
RAILROAD TRAINMEN

*J. P. McInnis*

General Chairman

FOR THE  
UNION PACIFIC RAILROAD COMPANY

*N. D. Deakley*

Assistant to Vice President