TB	FD-32760	06/10/03	D	208052	13 OF 16

```
CM 08/05/00 13:14 INITEL TERMINAL DEPARTURE TIME 08/06 06:00 CM 08/06/00 13:14 SYSTEM MSG: JOB TIE-UP REPORTED HRU =TE.
     CM 08/06/00 13:14 HIGHEST GENERAL ORDER IN SERVICE UNIT: 00000097
     CM 68/06/00 13:14 =TE AFHT MX283 USE EMPLOYEES PGP AFHT NUMBERS
    *DU 08/06/00 13:16 DRG-MX125 DES-MX283 OLF-B SERVICE-2 SLIP#-*** H626681
                       RECEIVED DATE- 08/06/00
                       SHORT CREW-Y $015, 05
                       TOTAL PAY FOR THIS TRIP: $ 209.34
    *EN 08/05/00 13:16 UP 006544 UP 006779 UP 008114
     CM 08/06/00 13:16 CLAIMED: 926-Y H5 -0715
     CM 08/06/00 13:16 FRA DATA ENG COVAT 01 MX125 08060545 MX283 08061315
                      MX283 08061315 .
     CM 08/06/00 13:16 TTOD: 0730
     CN 08/06/00 13:16 USERID: DTET316 LATA: H626681 TASKID: AF
     CM 08/06/00 13:16 UNDISTURBED REST: OFF
    *TK 08/06/00 13:16 SLIP-08/06/00 TIME ON DUTY-07:30 STRTIM-07:30 KCT-1
                       MLS PD NR-000 OC-01 ALW-926 $05.00 WEIGHT-1245000
                       STR MILES-154 $ 189.29 OVERTIME- 00:00 $ .00
                       DISTRIBUTION-000 PAY CD-174 TRIP CREDITS-0 FUND PLUG?-N
                       CONSTRUCTIVE ALLOWANCES:
                       TIME: H5-??:?? REVIEW
    *TX 08/06/00 13:16 ALW- $ 00.00 DOUBLE LOCAL PAY-$--. -- CABOOSE-$--. --
    *CM 08/06/00 13:16 USERID: DTET316
     CE 08/06/00 13:16 OLD REST TIME- 00/08/06 21:15-C LATA- '00000
                      NEW REST TIME- 00/08/06 21:15-C
     DU 08/09/00 08:30 ORG-MX125 DES-MX283 QLF-B SERVICE-2 SLIP#- HE91395
                      SHORT CREW-Y $015. 05
                       TOTAL PAY FOR THIS TRIP: $ 354.87
     EN 08/09/00 08:30 UP 006544 UP 006779 UP 008114
     TK 08/09/00 08:30 SLIF-08/06/00 TIME ON DUTY-07:30 STRTIM-07:30 KOT-1
                       MLS PD NR-000 DC-01 ALW-926 $05.00 WEIGHT-1245000
                       STR MILES-154 $ 189.29 OVERTIME- 00:00 $ .00
                       DISTRIBUTION-000 PAY CD-174 TRIP CREDITS-0 FUND PLUG?-N
                       CONSTRUCTIVE ALLOWANCES:
                       TIME: H5-07:15 $ 145.53
     TX 08/09/00 08:30 ALW- $ 00.00 DOUBLE LOCAL PAY-$00.00 CABOOSE-$--.
     CM 08/09/00 08:30 USERID: OCMS032
18/07 SN 08/07/00 01:31 NOTF-08/07 01:29-C PH-816-254-7236 VACANCY STEP-00
                                                              REGMAN-428882388
     CM 08/07/00 01:31 TC......RDW
     WC 08/07/00 01:32 JOBID: /CNAWL /04 ROSTER NO OF POSITION-353101
     CM 08/07/00 02:39 SWAPPED TO HG/CCVCS/28....RDW
     SA 08/07/00 02:39 MX283 RE36 CNAWL ENG STARTS AT: 08/07 03:30-C
                      NOTF-08/07 00:00-C PH-816-254-7236
                                       DH-N ST-OK STARTS:
     CM 08/07/00 02:40 ANNULMENT CODE: DU REASON: SWAPPED
18/07 SN 08/07/00 02:41 NOTF-08/07 00:00-C PH-816-254-7236 VACANCY STEF-00
                                                   *HOG CREW* REGMAN-428882388
     WR 08/07/00 02:41 MX283 RE36 CCVCS ENG
                                                START AT-MX283 08/07 03:30-C
                       CREW REQ: R ACTUAL: R ST-OK
     CM 08/07/00 02:41 RECREW REASON: MW
     CM 08/07/00 02:41 JOB DESCRIPTION: =BM
     WC 08/07/00 02:42 JOBID: /CCVCS /28 ROSTER NO OF POSITION-353101
     CM 08/07/00 02:42 LIMD SYSTEM CONTROL NUMBER: 00246727
     TU 08/07/00 13:16 RLS-08/07 13:15-C TAT-08/07 12:45-C
                       TIEUP AT-MX125 AFHT-
                       DH-N REST-B XREST-00000 RET- SHRT-N
                       T/U MLS-0162 CC MLS-02974
     CM 08/07/00 13:16 RLV- 08/07 13:15-C
     CM 08/07/00 13:16 SYSTEM MSG: JOB TIE-UP REPORTED THRU =TE. 60-114
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CM 08/07/00 13:16 INITAL TERMINAL DEPARTURE TIME 08/07 04:00
     CM 98/07/00 13:16 HIGHLST GENERAL ORDER IN SERVICE UNIT: 00000007
     *DU 08/07/00 13:18 ORG-MX283 DES-MX125 OLF-W SERVICE-2 SLIP#-*** H091419
                       RECEIVED DATE- 08/07/00
                       SHORT CREW-Y $015. 05
                       TOTAL PAY FOR THIS TRIP: $ 230.91
    *EN 08/07/00 13:18 UF 006566 UF 006646
     CM 08/07/00 13:18 CLAIMED: 902-Y 926-Y
     CM 08/07/00 13:18 FRA DATA ENG CCVCS 28 MX283 08070330 MX125 08071315
                       MX125 08071315
     CM 08/07/00 13:18 TTOD: 0945
     CM 08/07/00 13:18 USERID: OTET316 LATA: H091419 TASKID: AF
     CM 08/07/00 13:18 UNDISTURBED REST: OFF
    *TK 08/07/00 13:18 SLIP-08/07/00 TIME ON DUTY-09:45 STRTIM-09:45 KOT-1
                       MLS PD NR-000 OC-01 ALW-902 $12.00 WEIGHT-0830000
                       STR MILES-162 $ 198.86 OVERTIME- 00:00 $ .00
                       DISTRIBUTION-000 PAY CD-166 TRIP CREDITS-0 FUND PLUG?-N
    *TX 08/07/00 13:18 ALW-926 $ 05.00 DOUBLE LOCAL PAY-$--. -- CABOOSE-$--.--
    *CM 08/07/00 13:18 USERID: OTET316
     CE 08/07/00 13:18 OLD REST TIME- 00/08/07 21:15-C LATA- 00000
                       NEW REST TIME- 00/08/07 21:15-C
     DU 08/09/00 13:06 DRG-MX283 DES-MX125 GLF-W SERVICE-2 SLIF#- HE91395
                       SHORT CREW-Y $015, 05
                       TOTAL PAY FOR THIS TRIP: $ 230.91
     EN 08/09/00 13:05 UP 006566 UP 006648
     TK 08/09/00 13:06 SLIP-08/07/00 TIME ON DUTY-09:45 STRTIM-09:45 KDT-1
                       MLS FD NR-000 OC-01 ALW-902 $12.00 WEIGHT-0830000
                       STR MILES-162 $ 198.86 OVERTIME- 00:00 $ .00
                       DISTRIBUTION-000 FAY CD-166 TRIP CREDITS-0 FUND PLUG?-N
     TX 08/09/00 13:06 ALW-926 $ 05.00 DOUBLE LOCAL PAY-$00.00 CABOOSE-$--.-
     CM 08/09/00 13:06 USERID: OCMS032
38/08 CM 08/00/00 09:04 FRA HOD/OJT ATTENDED:08/06/00 P
08/08 SN 08/08/00 10:46 NOTF-08/08 10:44-C PH-573-474-0627 VACANCY STEP-00
                                                              REGMAN-428882388
     WR 08/08/00 10:46 MX125 RE36 MESNP ENG START AT-MX125 08/08 12:45-C
                       CREW REQ: R ACTUAL: R ST-OK
     CM 08/08/00 10:46 DH CS GET TRAIN AT BONNOTS JCT
     CM 08/08/00 10:46 JOB DESCRIPTION: =BM
     WC 08/08/00 10:47 JOBID: /MESNP /07
                                            ROSTER NO OF POSITION-353101
                       HELD AWAY TIME- 07:30
     TU 08/08/00 22:01 RLS-08/08 22:10-C TAT-08/08 20:45-C
                       TIEUP AT-MX283 AFHT-MX283 RE36
                       DH-N REST-8 XREST-00000 RET- SHRT-N
                       T/U MLS-0154 CC MLS-03128
     CM 08/08/00 22:01 RLV- 08/08 22:10-C
     CM 08/08/00 E2:01 INITIAL TERMINAL DEPARTURE TIME - 08/08 14:45
     CM 08/08/00 22:01 SYSTEM MSG: JOB TIE-UP REPORTED THRU =TE.
     CM 08/08/00 22:01 HIGHEST GENERAL DRDER IN SERVICE UNIT: 00000007
     CM 08/08/00 22:01 =TE AFHT MX283 USE EMPLOYEES PGP AFHT NUMBERS
    *DU 08/08/00 22:07 DRG-MX125 DES-MX283 QLF-B SERVICE-2 SLIF#-*** HG26634
                       RECEIVED DATE- 08/08/00
                       SHORT CREW-Y $015. 05
                       TOTAL PAY FOR THIS TRIP: $ 225.83
    *EN 08/08/00 22:07 UP 009180 UP 009616
    CM 08/08/00 22:07 CLAIMED: 926-Y HS -0730 I2 -0045 F3 -0025
*TK 08/08/00 22:07 SLIP-08/08/00 TIME ON DUTY-09:25 STRTIM-09:25 KDT-1
                       MLS PD NR-000 DC-01 ALW-926 $05.90 WEIGHT-0806000
                       STR MILES-154 $ 189.29 OVERTIME- 00:00 $
                       DISTRIBUTION-000 PAY CD-166 TRIP CREDITS-0 FUND PLUG?-N
                       CONSTRUCTIVE ALLOWANCES:
                                                            W-115
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*TX 08/08/00 22:37 ALW $ 00.00 DOUBLE LOCAL PA $ 10.60
     *CM 98/08/00 22:07 USERID: 0151316
    *LN 08/08/00 22:07 SERV-2 TRIPS-0 ALW- $00.00 DISTB-000 PAY CODE-166
                      CONSTRUCTIVE ALLOWANCES:
                      TIME: F3-00:25 $ 5.89
     CM 08/08/00 22:08 FRA DATA ENG MESNP 07 MX125 08081245 MX283 08082210
                      MX283 08082210
     CM 08/08/00 22:08 TTOD: 0925
     CM 08/08/00 22:08 USERID: DTET316 LATA: HG26634 TASKID: AF
     CM 08/08/00 22:08 UNDISTURBED REST: OFF
     CY 08/08/00 22:08 TIE-UP ARBITRARIES/ALLOWANCES SUPPORTING COMMENTS:
      COMMENTS: CLAIM 4 HRS ACCT CALLED IN COMBINED SERVICE
     CE 08/08/00 22:08 OLD REST TIME- 00/08/09 06:10-C
                                                                LATA- 00000
                      NEW REST TIME- 00/08/09 06:10-C
       TO DEADHEAD TO M. F. 117 BONNOTS JCT. TO GET TRAIN WHICH
       H WAS EAST OFJEFF, CITY.
     DU 08/09/00 14:42 DRG-MX125 DES-MX283 OLF-E SERVICE-2 SLIP#- HE91395
                      SHORT CREW-Y $015. 05
                      TOTAL PAY FOR THIS TRIF: $ 454.54
     EN 08/09/00 14:42 UP 009180 UP 009616
     TK 08/09/00 14:42 SLIP-08/08/00 TIME ON DUTY-09:25 STRTIM-09:25 KDT-1
                      MLS PD NR-000 DC-01 ALW-926 $05.00 WEIGHT-0806000
                      STR MILES-154 $ 189.29 OVERTIME- 00:00 $ .00 '
                      DISTRIBUTION-000 PAY CD-166 TRIP CREDITS-0 FUND PLUG?-N
                      CONSTRUCTIVE ALLOWANCES:
                      TIME: H5-07:30 $ 150.55 12-00:45 $ 10.60
     TX 08/09/00 14:42 ALW- $ 00.00 DOUBLE LOCAL PAY-$00.00 CABOOSE-$--.-
     CM 98/09/00 14:42 USERID: OCMS032
     LN 08/09/00 14:42 SERV-2 TRIPS-0
                                       ALW- $00.00 DISTB-000 PAY CODE-166
                      CONSTRUCTIVE ALLOWANCES:
                      TIME: F3-00:25 $ 5.89
     LN 08/09/00 14:42 SERV-2 TRIPS-0 RUN CODE:
                                                      DISTB-000 PAY CCD-X151
                      CONSTRUCTIVE ALLOWANCES:
                      TIME: U4-04:00 $ 78.16
8/09 SN 08/09/00 06:20 NOTF-08/09 06:19-C PH-816-254-7236 VACANCY STEP-00
                                                            REGMAN-428882388
     WR 08/09/00 06:20 MX283 RE36 CNAAE ENG START AT-MX283 08/09 08:00-C
                      CREW RED: R ACTUAL: R ST-OK
     WC 08/09/00 06:21 JOBID: /CNAAE /07 ROSTER NO OF POSITION-353101
     TU 08/09/00 18:47 RLS-08/09 18:45-C TAT-08/09 17:55-C
                      TIEUP AT-MX125 AFHT-
                      DH-N REST-8 XREST-00000 RET- SHRT-N
                      T/U MLS-0162 CC MLS-03290
     CM 08/09/00 18:47 RLV- 08/09 18:45-C
     CM 08/09/00 18:47 SYSTEM MSG: JOB TIE-UP REPORTED THRU =TE.
     CM 08/09/00 18:47 INITIAL TERMINAL DEPARTURE TIME - 08/09 09:25
     CM 08/09/00 18:47 HIGHEST GENERAL ORDER IN SERVICE UNIT: 00000007
    *DU 08/09/00 18:48 ORG-MX283 DES-MX125 OLF-W SERVICE-2 SLIP#-**** H440415
                      RECEIVED DATE- 08/09/00
                      SHORT CREW-Y $015. 05
                      TOTAL PAY FOR THIS TRIF: $ 248.49
    *EN 08/09/00 18:48 UP 008184 SP 000205 UP 006506
    CM 68/69/00 18:48 CLAIMED: 901-Y 926-Y 7W -0010
    *TK 08/09/00 18:48 SLIP-08/09/00 TIME ON DUTY-10:45 STRTIM-09:58 KOT-1
                      MLS PD NR-000 DC-01 ALW-901 $36.00 WEIGHT-1245000
                      STR MILES-162 $ 198.86 OVERTIME- 00:47 $ 23.58
                      DISTRIBUTION-000 PAY CD-174 TRIP CREDITS-0 FUND FLUG?-N
                      CONSTRUCTIVE ALLOWANCES:
                                                           W-116
                      TIME: 7W-??:?? REVIEW
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*CM 08/09/00 18:48 USERID: OTET316
     CM 08/09/00 18:49 FRA DATA ENG CNAAE 07 MX283 08090800 MX125 08091845
                      MX125 08091845
     CM 08/09/00 18:49 TTOD: 1045
     CM 08/09/00 18:49 USERID: DTET316 LATA: H440415 TASKID: AF
     CM 08/09/00 18:49 UNDISTURBED REST: OFF
     CE 08/09/00 18:49 OLD REST TIME- 00/08/10 02:45-C
                                                               LATA- 00000
                      NEW REST TIME- 00/08/10 02:45-C
     DU 08/10/00 12:10 DRG-MX283 DES-MX125 QLF-W SERVICE-2 SLIF#-XX HE91395
                      RECEIVEE DATE- 08/10/00
                      SHORT CREW-Y $015. 05
                      TOTAL PAY FOR THIS TRIP: $ 248,49
     EN 08/10/00 12:10 UP 008184 SP 000205 UP 006506
     TK 08/10/00 12:10 SLIF-08/09/00 TIME ON DUTY-10:45 STRTIM-09:58 KOT-1
                      MLS PD NR-000 OC-01 ALW-901 $06.00 WEIGHT-1245000
                      STR MILES-162 $ 198.86 DVERTIME- 00:47 $ 23.58
                      DISTRIBUTION-000 FAY CD-174 TRIP CREDITS-0 FUND PLUG?-N
     TX 08/10/00 12:10 ALW-926 $ 05.00 DOUBLE LOCAL PAY-$00.00 CABOOSE-$--.-
     CM 08/10/00 12:10 USERID: OCMS032
     DK 08/10/00 12:11 DECLINATION NUMBER- AL 0809-006 SLIP DATE-08/09/00
                      CHAIRMAN ID- 40101
                      DECLINED: 7W- 00:10 REASON CODE-TI
DECLINED: 12- 60:10 REASON CODE-10
38/10 SN 08/10/00 21:37 NDTF-08/10 21:37-C PH-573-474-0627 VACANCY STEP-00
                                                            REGMAN-428882388
     WR 08/10/00 21:37 MX125 RE36 DH36 ENG START AT-MX125 08/10 23:30-C
                      CREW RED: R ACTUAL: R ST-OK
     CM 08/10/00 21:37 DH TYPE: SEPARATE AND APART DH METHOD: TAXI
                      DH REASON: DH
     WC 08/10/00 21:38 JOBID: /DH36
                                     /10 ROSTER NO OF FOSTITION-353101
                      HELD AWAY TIME- 12:45
     CM 08/10/00 22:07 LIMD SYSTEM CONTROL NUMBER: 00242493
     TU 08/11/00 02:20 RLS-08/11 02:20-C TAT-08/11 02:15-C
                      TIEUP AT-MX283 AFHT-MX283 RE36
                      DH-N REST-8 XREST-00000 RET- SHRT-N
                      T/U MLS-0130 CC MLS-03420
     CM 08/11/00 02:20 RLV- 08/11 02:20-C
     CM 08/11/00 02:20 INITIAL TERMINAL DEPARTURE TIME - 08/10 23:45
     CM 08/11/00 02:20 SYSTEM MSG: JOB TIE-UP REPORTED THRU =TE.
     CM 08/11/00 02:20 HIGHEST GENERAL DRDER IN SERVICE UNIT: 00000007
     CM 08/11/00 02:20 =TE AFHT MX283 USE EMPLOYEES PGP AFHT NUMBERS
    *DU 08/11/00 02:22 ORG-MX125 DES-MX283 OLF-D SERVICE-2 SLIF#-*** HG26634
                      RECEIVED DATE- 08/11/00
                      TOTAL PAY FOR THIS TRIP: $ 156.32
     CM 08/11/00 02:22 CLAIMED: H5 -1245 D4 -0800
    *TK 08/11/00 02:22 SLIP-08/10/00 TIME ON DUTY-02:50 STRTIM-02:50 KDT-0
                      MLS PD NR-000 OC-01 ALW- $00.00 WEIGHT-0001000
                      STR MILES-000 $ .00 DVERTIME- 00:00 $ .00
                      DISTRIBUTION-000 PAY CD-151 TRIP CREDITS-0 FUND PLUG?-N
                      CONSTRUCTIVE ALLOWANCES:
                      TIME: H5-??:?? REVIEW D4-08:00 $ 156.32
    *TX 08/11/00 02:22 ALW- $ 00.00 DOUBLE LOCAL PAY-$--. -- CABOOSE-$--. --
    *CM 08/11/00 02:22 USERID: OTET316
     CM 08/11/00 02:23 FRA DATA ENG DT X MX125 08102330 MX283 08110220 TAXI
     CM 08/11/00 02:23 TTOD: 0000
     DU 08/11/00 10:32 ORG-MX125 DES-MX283 QLF-D SERVICE-2 SLIF#-
                      TOTAL PAY FOR THIS TRIP: $ 405.46
     TK 08/11/00 10:32 SLIF-08/10/00 TIME ON DUTY-02:50 STRTIM-02:50 KDT-0
                                                            W-117
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*TX 08/07/00 18:48 ALW- 6 \$ 05.00 DOUBLE LOCAL PATE--. -- CASCOSE-\$--.-

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MLS NR-000 DC-01 ALW- $00 WEIGHT-0001000
STR NLES-000 $ .00 OVERTIME 00:00 $ .00
                      DISTRIBUTION-000 PAY CD-151 TRIP CREDITS-0 FUND PLUG?-N
                      CONSTRUCTIVE ALLOWANCES:
                      TIME: H5-12:45 $ 249.14 D4-08:00 $ 156.32
     TX 08/11/00 10:32 ALW- $ 00.00 DOUBLE LOCAL PAY-$00.00 CABOOSE-$--. --
     CM 08/11/00 10:32 USERID: OCMS032
08/11 SN 08/11/00 11:23 NOTF-08/11 11:23-C PH-816-254-7236 VACANCY STEF-00
                                                             REGMAN-428882388
     WC 08/11/00 11:24 JOBID: 2/CNABW /09 ROSTER NO OF POSITION-353101
     SA 08/11/00 15:31 MX283 RE36 CNABW. ENG STARTS AT:
                                                              08/11 13:20-C
                      NOTE-08/11 15:30-C PH-816-254-7236
                                     DH-N ST-OK STARTS:
     CM 08/11/00 15:32 ANNULMENT CODE: DU REASON: SWAFFED
8/11 SN 08/11/00 15:58 NOTE-08/11 15:58-C PH-816-254-7235 VACANCY STEP-00
                                                            REGMAN-428882388
     WR 08/11/00 15:58 MX283 RE36 IDAMN ENG START AT-MX283 08/11 13:20-0
                      CREW REQ: R ACTUAL: R ST-OK
     CM 08/11/00 15:58 FIX/SWAPPED.....KAC
     WC 08/11/00 15:59 JOBID: /IOAMN /07 ROSTER NO OF POSITION-353101
     TU 08/11/00 23:12 RLS-08/11 23:15-C TAT-08/11 22:30-C
                      TIEUF AT-MX125 AFHT-
                      DH-N REST-8 XREST-00000 RET- SHRT-N
                      T/U MLS-0162 CC MLS-03582
     CM 08/11/00 23:12 RLV- 08/11 23:15-C
     CM 08/11/00 23:12 SYSTEM MSG: JOB TIE-UP REPORTED THRU =TE.
     CM 08/11/00 23:12 INITIAL TERMINAL DEPARTURE TIME - 08/11 17:15
     CM 08/11/00 23:12 HIGHEST SENERAL ORDER IN SERVICE UNIT: 00000007
    *DU 08/11/00 23:15 ORG-MX283 DES-MX125 QLF-W SERVICE-2 SLIP#-*** H091419
                      RECEIVED DATE- 05/11/00
                      SHORT CREW-Y $015. 05
                      TOTAL PAY FOR THIS TRIP: $ 224.91
    *EN 08/11/00 23:15 UP 006361 UP 003035
     CM 08/11/00 23:15 CLAIMED: 901-Y 926-Y I2 -0245
     CM 08/11/00 23:15 FRA DATA ENG IDAMN 07 MX283 08111320 MX125 08112315
                      MX125 08112315
     CM 08/11/00 23:15 TTOD: 0955
     CM 08/11/00 23:15 USERID: OTET316 LATA: H091419 TASKID: AF
     CM 08/11/00 23:15 UNDISTURBED REST: OFF
    *TK 08/11/00 23:15 SLIP-08/11/00 TIME ON DUTY-09:55 STRTIM-09:55 KDT-1
                      MLS PD NR-000 DC-01 ALW-901 $06.00 WEIGHT-0780240
                      STR MILES-162 $ 198.86 DVERTIME- 00:00 $ .00
                      DISTRIBUTION-000 PAY CD-165 TRIP CREDITS-0 FUND PLUG?-N
                      CONSTRUCTIVE ALLOWANCES:
                      TIME: I2-??:?? REVIEW
    *TX 08/11/00 23:15 ALW-926 $ 05.00 DOUBLE LOCAL PAY-$--. -- CABOOSE-$--.-
    *CM 08/11/00 23:15 USERID: OTET316
     CE 08/11/00 23:15 OLD REST TIME- 00/08/12 07:15-C LATA- 00000
                      NEW REST TIME- 00/08/12 07:15-C
     DU 08/16/00 11:35 DRG-MX283 DES-MX125 QLF-W SERVICE-2 SLIP#- HE91395
                       SHORT CREW-Y $015. 05
                       TOTAL PAY FOR THIS TRIP: $ 263.79
     EN 08/16/00 11:35 UP 006361 UP 003035
     TK 08/16/00 11:35 SLIF-08/11/00 TIME ON DUTY-09:55 STRTIM-09:55 KOT-1
                       MLS PD NR-000 DC-01 ALW-901 $06.00 WEIGHT-0780240
                       STR MILES-162 $ 198.86 OVERTIME- 00:00 $ .00
                       DISTRIBUTION-000 PAY CD-165 TRIP CREDITS-0 FUND FLUG?-N
                       CONSTRUCTIVE ALLOWANCES:
                                                         W-118
                       TIME: 12-02:45 $ 38.88
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TX 08/16/00 11:35 ALW-06 $ 05.00 DOUBLE LOCAL PAC$00.00 CABOOSE-$--.--
98/18 SN 08/12/00 16:31 NOTF-08/12 16:30-C PH-573-474-0627 VACANCY STEP-00
                                                              REGMAN-428882388
      WR 08/12/00 16:31 MX125 RE36 AASFX ENG START AT-MX125 08/12 18:30-C
                       CREW RED: R ACTUAL: R ST-OK
      CM 08/12/00 16:31 WIFE TC......KAC
      WC 08/12/00 16:32 JOBID: /AASFX /12 ROSTER NO DF POSITION-353101
                      HELD AWAY TIME- 03:15
      TU 08/13/00 03:02 RLS-08/13 03:05-C TAT-08/13 00:10-C
                       TIEUP AT-MX283 AFHT-MX283 RE36
                       DH-N REST-B XREST-00000 RET- SHRT-N
                       T/U MLS-0154 CC MLS-03736
     CM 08/13/00 03:02 RLV- 08/13 03:05-C
     CM 08/13/00 03:02 INITIAL TERMINAL DEPARTURE TIME - 08/12 19:10
     CM 06/13/00 03:02 SYSTEM MSG: JOB TIE-UP REPORTED THRU =TE.
     CM 08/13/00 03:02 HIGHEST GENERAL DRDER IN SERVICE UNIT: 00000007
     CM 08/13/00 03:02 =TE AFHT MXE83 USE ENPLOYEES PGP AFHT NUMBERS
     *DU 08/13/00 03:05 ORG-MX125 DES-MX283 OLF-B SERVICE-2 SLIP#-*** H991922
                     RECEIVED DATE- 08/13/00
                       SHORT CREW-Y $015. 05
                       TOTAL PAY FOR THIS TRIP: $ 236.44
     *EN 08/13/00 03:05 SP 007510 SP 008379 HLCX006524
     CM 08/13/00 03:05 CLAIMED: 926-Y H5 -0315 F3 -0155
     CM 08/13/00 03:05 FRA DATA ENG AASFX 12 MX125 08121830 MX283 08130305
                       MX283 08130305
     CM 08/13/00 03:05 TTOD: 0835
     CM 06/13/00 03:05 USERID: DTET316 LATA: H991928 TASKID: AF
     CM 08/13/00 03:05 UNDISTURBED REST: OFF
    *TK 08/13/00 03:05 SLIP-08/12/00 TIME ON DUTY-08:35 STRTIM-08:35 KDT-1
                      MLS PD NR-000 DC-01 ALW-926 $05.00 WEIGHT-1190294
                       STR MILES-154 $ 189.29 DVERTIME- 00:00 $ .00
                       DISTRIBUTION-000 PAY CD-173 TRIP CREDITS-0 FUND PLUG?-N
                       CONSTRUCTIVE ALLOWANCES:
                       TIME: H5-??:?? REVIEW F3-01:55 $ 27.10
    *TX 08/13/00 03:05 ALW- $ 00.00 DOUBLE LOCAL PAY-$--. -- CAROOSE-$--. --
    *CM 08/13/00 03:05 USERID: OTET316
     CE 08/13/00 03:05 DLD REST TIME- 00/08/13 11:05-C
                                                                 LATA- 00000
                       NEW REST TIME- 00/08/13 11:05-C
     CY 08/13/00 03:06 TIE-UP AREITRARIES/ALLOWANCES SUPPORTING COMMENTS:
       COMMENTS: YARDED TRAIN FAIRFAX YD.
     DU 08/16/00 11:55 ORG-MX125 DES-MX283 QLF-B SERVICE-2 SLIP#- HE91395
                       SHORT CREW-Y $015. 05
                      TOTAL PAY FOR THIS TRIP: $ 311.25
     EN 08/16/00 11:55 SP 007510 SP 008379 HLCX006524
     TK 08/16/00 11:55 SLIF-08/12/00 TIME ON DUTY-08:35 STRTIM-08:35 KDT-1
                      MLS PD NR-000 OC-01 ALW-926 $05.00 WEIGHT-1190294
                       STR MILES-162 $ 198.86 OVERTIME- 00:00 $ .00
                      DISTRIBUTION-000 PAY CD-173 TRIP CREDITS-0 FUND PLUG?-N
                      CONSTRUCTIVE ALLOWANCES:
                      TIME: H5-03:15 $ 65.24 F3-01:55 $ 27.10
     TX 08/16/00 11:55 ALW- $ 00.00 DOUBLE LOCAL PAY-$00.00 CABOOSE-$--, --
     CM 08/16/00 11:55 USERID: DCMS032
18/13 CM 08/13/00 15:03 RECEIVED 20 MIN SHORT CALL... KAC
:8/13 SN 08/13/00 15:03 NOTF-08/13 15:02-C PH-816-254-7236 VACANCY STEP-00
                                                            REGMAN-428682388
     WR 08/13/00 15:03 MX283 RE36 CBTDY ENG START AT-MX283 08/13 16:40-C
                      CREW RED: R ACTUAL: R ST-OK
     CM 08/13/00 15:03 TC.....KAC
     WC 08/13/00 13:04 JOSID: /CBTDY /12 ROSTER NO OF POSITION-353101
                                                        W717
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TU 08/13/00 23:32 RLS- /13 23:35-C TAT-08/13 22
                       DH-N REST-8 XREST-00000 RET- SHRT-N
                       T/U MLS-0162 CC MLS-03898
     CM 08/13/00 23:32 RLV- 08/13 23:35-C
     CM 08/13/00 23:32 SYSTEM MSG: JOB TIF-UP REPORTED THRU =TE.
     CM 08/13/00 23:32 INITIAL TERMINAL DEPARTURE TIME - 08/13 17:10
     CM 08/13/00 23:32 HIGHEST GENERAL ORDER IN SERVICE UNIT: 00000007
     DU 08/13/00 23:34 ORG-MX283 DES-MX125 QLF-W SERVICE-2 SLIP#-*** H091419
                       RECEIVED DATE- 08/13/00
                       SHORT CREW-Y $015. 05
                      TOTAL PAY FOR THIS TRIP: $ 230, 91
     EN 08/13/00 23:34 UP 008117 UP 008305
     CM 08/13/00 23:34 CLAIMED: 902-Y 926-Y
     CM 08/13/00 23:34 FRA DATA ENG CBTDY 12 MX283 08131640 MX125 08132335
                      MX125 08132335
     CM 08/13/00 23:34 TTOD: 0655
     CM 08/13/00 23:34 USERID: OTET316 LATA: H091419 TASKID: AF
     CM 08/13/00 23:34 UNDISTURBED REST: OFF
     TK 08/13/00 23:34 SLIP-08/13/00 TIME ON DUTY-06:55 STRTIN-06:55 KOT-1
                      MLS PD NR-600 DC-01 ALW-902 $12.00 WEIGHT-0830000
                      STR MILES-162 $ 198.86 OVERTIME- 00:00 $ .00
                      DISTRIBUTION-000 PAY CD-166 TRIP CREDITS-0 FUND PLUG?-N
     TX 08/13/00 23:34 ALW-926 $ 05.00 DOUBLE LOCAL PAY-$--. -- CABOOSE-$--. --
     CM 08/13/00 23:34 USERID: DTET316
     CE 08/13/00 23:34 OLD REST TIME- 00/08/14 07:35-C
                                                                 LATA- 00000
                      NEW REST TIME- 00/08/14 07:35-C
3/15 SN 08/15/00 03:15 NOTF-08/15 03:14-C PH-573-474-0627 VACANCY STEP-00
                                                             REGMAN-428882388
     WR 08/15/00 03:15 MX125 RE36 CTVBT ENG START AT-MX125 08/15 05:15-C
                      CREW RED: R ACTUAL: R ST-OK
     CM 08/15/00 03:15 TC.....CDH
     WC 08/15/00 03:16 JOBID: /CTVBT /14 ROSTER NO OF POSITION-353101
                      HELD AWAY TIME- 13:40
     TU 08/15/00 12:30 RLS-08/15 12:30-C TAT-08/15 12:10-C
                      TIEUP AT-MX283 AFHT-MX283 RE36
                      DH-N REST-B XREST-00000 RET- SHRT-N
                      T/U MLS-0154 CC MLS-04052
     CM 08/15/00 12:30 RLV- 08/15 12:30-C
     CM 08/15/00 12:30 INITIAL TERMINAL DEPARTURE TIME - 08/15 07:40
     CM 08/15/00 12:30 SYSTEM MSG: JOB TIE-UP REPORTED THRU =TE.
    CM 08/15/00 12:30 HIGHEST GENERAL ORDER IN SERVICE UNIT: 00000007
    CM 08/15/00 12:30 =TE AFHT MX283 USE EMPLOYEES PGP AFHT NUMBERS
    *DU 08/15/00 12:32 ORG-MX125 DES-MX283 OLF-B SERVICE-2 SLIP#-*** HG26634
                      RECEIVED DATE- 08/15/00
                      SHORT CREW-Y $015. 05
                      TOTAL PAY FOR THIS TRIP: $ 225.83
   *EN 08/15/00 12:32 UP 006573 UP 006574
    CM 08/15/00 12:32 CLAIMED: 926-Y H5 -1340 I2 -0110
   *TK 08/15/00 12:32 SLIP-08/15/00 TIME ON DUTY-07:15 STRTIM-07:15 KOT-1
                      MLS PD NR-000 DC-01 ALW-926 $05.00 WEIGHT-0830000
                      STR MILES-154 $ 189.29 OVERTIME- 00:00 $ .00
                      DISTRIBUTION-000 PAY CD-166 TRIP CREDITS-0 FUND PLUG?-N
                      CONSTRUCTIVE ALLOWANCES:
                      TIME: H5-??:?? REVIEW 12-01:10 $ 16.49
   *TX 08/15/00 12:32 ALW- $ 00.00 DOUBLE LOCAL PAY-$--. -- CABOOSE-$--. --
   *CM 08/15/00 12:32 USERID: OTET316
    CM 08/15/00 12:33 FRA DATA ENG CTVBT 14 MX125 08150515 MX283 08151230
                      MX283 08151230
                                                         WID
    CM 08/15/00 12:33 TTOD: 0715
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CM 08/15/00 12:33 USER R: OTET316 LATA: HG26634 CASKID: AF
     CE 08/15/00 12:33 OLD REST TIME- 00/08/15 20:30-C
                                                                LATA- eeeee
                      NEW REST TIME- 00/08/15 20:30-C
     DU 08/16/00 14:11 ORG-MX125 DES-MX283 OLF-B SERVICE & SLIP#-
                                                                     HE91395
                       SHORT CREW-Y $015. 05
                      TOTAL PAY FOR THIS TRIP: $ 500.16
     EN 08/16/00 14:11 UP 006573 UP 006574
     TK 08/16/00 14:11 SLIP-08/15/00 TIME ON DUTY-07:15 STRTIM-07:15 KOT-1
                      MLS PD NR-000 DC-01 ALW-926 $05.00 WEIGHT-0830000
                      STR MILES-154 $ 189.29 OVERTIME- 00:00 $ .00
                       DISTRIBUTION-000 PAY CD-166 TRIP CREDITS-0 FUND PLUG?-N
                       CONSTRUCTIVE ALLOWANCES:
                      TIME: H5-13:40 $ 274.33 12-01:10 $ 16.49
     TX 08/16/00 14:11 ALW- $ 00.00 DOUBLE LOCAL PAY-$00.00 CABOOSE-$--. --
     CM 08/16/00 14:11 USERID: OCMS032
08/16 SN 08/15/00 22:00 NDTF-08/15 21:59-C FH-816-254-7236 VACANCY STEF-00
     WR 08/15/00 22:00 MX283 RE36 CATGP EN START AT-MX283 08/16 00:01-C
                      CREW REQ: R ACTUAL: R ST-OK
     CM 08/15/00 22:00 TC... RJD
     WC 08/15/00 22:01 JOBID: /CATGP /14 ROSTER NO OF POSITION-353101
     TU 08/16/00 08:44 RLS-08/16 08:45-C TAT-08/16 07:10-C
                       TIEUP AT-MX125 AFHT-
                      DH-N REST-8 XREST-00000 RET- SHRT-N
                      T/U MLS-0162
     CM 08/16/00 08:44 RLV- 08/16 08:45-C
     CM 08/16/00 08:44 SYSTEM MSS: JOB TIE-UP REPORTED THRU =TE.
     CM 08/16/00 08:44 INITIAL TERMINAL DEPARTURE TIME - 08/16 01:46
     CM 08/16/00 08:44 HIGHEST GENERAL DRDER IN SERVICE UNIT: 00000007
    *DU 98/16/00 98:48 DRG-MX283 DES-MX125 QLF-W SERVICE-2 SLIP#-*** H440415
                      RECEIVED DATE- 08/16/00
                      SHORT CREW-Y $015. 05
                      TOTAL PAY FOR THIS TRIP: $ 240.23
    *EN 08/16/00 08:48 UP 007282 UP 008201 UP 006548
     CM 08/16/00 08:48 CLAIMED: 901-Y 926-Y I2 -0030 F3 -0035
     CM 08/16/00 08:48 FRA DATA ENG CATGP 14 MX283 08160001 MX125 08160845
                      MX125 08160845
     CM 08/16/00 08:48 TTOD: 0844
     CM 08/16/00 08:48 USERID: DTET316 LATA: H440415 TASKID: AF
     CM 08/15/00 08:48 UNDISTURBED REST: OFF
    *TK 08/16/00 08:48 SLIP-08/16/00 TIME ON DUTY-08:44 STRTIM-08:44 KDT-1
                      MLS PD NR-000 OC-01 ALW-901 $06.00 WEIGHT-1245000
                      STR MILES-162 $ 198.86 OVERTIME- 00:00 $ .00
                      DISTRIBUTION-000 FAY CD-174 TRIP CREDITS-0 FUND PLUG?-N
                      CONSTRUCTIVE ALLOWANCES:
                      TIME: 12-00:30 $ 7.07 F3-00:35 $ 8.25
    *TX 08/16/00 08:48 ALW-926 $ 05.00 DOUBLE LOCAL PAY-$--. -- CABOOSE-$--. --
    *CM 08/16/00 08:48 USERID: OTET316
     CE 08/16/00 08:48 OLD REST TIME- 00/08/16 16:45-C
NEW REST TIME- 00/08/16 16:45-C
                                                                LATA- 00000
     CY 08/16/00 08:49 TIE-UP ARBITRARIES/ALLOWANCES SUPPORTING COMMENTS:
      COMMENTS: RAN AROUND ENGR. A. I. LINDEEY AND ENGR.
       J. W. SISSOM
     DU 08/21/00 13:52 DRG-MX2B3 DES-MX125 QLF-W SERVICE-2 SLIF#- HE91395
                      SHORT CREW-Y $015. 05
                      TOTAL PAY FOR THIS TRIP: $ 240.23
     EN 08/21/00 13:52 UP 007282 UP 008201 UP 006548
     TK 08/21/00 13:52 SLIP-08/16/00 TIME ON DUTY-08:44 STRTIM-08:44 KDT-1
                      MLS PD NR-000 OC-01 ALW-901 $06.00 WEIGHT-1245000
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STR PLES-162 $ 198.86 DVERTIME 00:00 $ .00
DISTRIBUTION-600 PAY CD-174 TRIP CREDITS-0 FUND PLUG?-N
                       CONSTRUCTIVE ALLOWANCES:
                       TIME: 12-00:30 $ 7.07 F3-00:35 $ 8.25
     TX 08/21/00 13:52 ALW-926 $ 05.00 DOUBLE LOCAL PAY-$00.00 CABOOSE-$--.-
     CM 08/21/00 13:52 USERID: OCMS032
8/16 CA 08/16/00 00:02 STARTS-00
                                                                      E000000
                      CCMILS-0000 RDMILS-0000 MILSPD-0000 MILSMO-0000
98/16 UN 08/16/00 20:45 MX125 RE36 CNTAT ENG STARTS AT: MX125 08/16 22:30-C
                      NOTF-08/16 20:4' -C PH-573-474-0627 VACANCY STEP-04
                      ASGN-MX125 RE36 DH-N
                                                            RESMAN-488487762
                                               S-04
     CM 08/16/00 20:45
08/17 UN 08/17/00 00:48 MX125 RE36 CPAWE ENG STARTS AT: MX125 08/17 02:30-C
     RJ
                      NOTF-08/17 00:45-C PH-573-474-0627 VACANCY STEP-04
                      ASGN-MX125 RE36 DH-N
                                                             REGMAN-500469509
     CM 08/17/00 00:48 NOT LIKE TURN. RJD
                                                  5-04
     CM 08/17/00 00:48 JOB DESCRIPTION:
8/17 SN 08/17/00 09:05 NOTF-08/17 09:03-C PH-573-474-0627 VACANCY STEP-00
                                                             REGMAN-428882388
     WR 08/17/00 09:05 MX125 RE36 IDULA ENG START AT-MX125 08/17 11:00-C
                      CREW RED: R ACTUAL: R ST-OK
     WC 08/17/00 09:06 JORID: /IDULA /17 ROSTER NO OF POSITION-353101
                      HELD AWAY TIME- 10:15
     TU 08/17/00 20:46 RLS-08/17 20:50-C TAT-08/17 17:10-C
                      TIEUP AT-MX283 AFHT-MX283 RE36
                      DH-N REST-8 XREST-00000 RET- SHRT-N
                      T/U MLS-0162 CC MLS-00162
     CM 08/17/00 20:46 RLV- 08/17 20:50-C
     CM 08/17/00 20:46 INITIAL TERMINAL DEFARTURE TIME - 06/17 12:55
     CM 08/17/00 20:46 SYSTEM MSG: JOB TIE-UP REPORTED THRU =TE.
     CM 08/17/00 20:46 HIGHEST GENERAL ORDER IN SERVICE UNIT: 00000008
     CM 08/17/00 20:46 = TE AFHT MX283 USE EMPLOYEES PGP AFHT NUMBERS
    *DU 08/17/00 20:49 ORG-MX125 DES-MX283 OLF-J SERVICE-2 SLIP#-**** H991959
                      RECEIVED DATE- 08/17/00
                      SHORT CREW-Y $015. 05
                      TOTAL PAY FOR THIS TRIP: $ 266.04
    *EN 08/17/00 20:49 UP 003301 UP 009552 UP 004194
     CM 08/17/00 20:49 CLAIMED: 926-Y H5 -1015 I2 -0040 F3 -0240
     CM 08/17/00 20:49 FRA DATA ENG IDULA 17 MX125 08:71100 MX283 08:72050
                      MX283 08172050
     CM 08/17/00 20:49 TTOD: 0950
     CM 08/17/00 20:49 USERID: OTET316 LATA: H991959 TASKID: AF
     CM 08/17/00 20:49 UNDISTURBED REST: OFF
    *TK 08/17/00 20:49 SLIP-08/17/00 TIME ON DUTY-09:50 STRTIM-09:50 KOT-1
                      MLS PD NR-000 DC-01 ALW-926 $05.00 WEIGHT-1184160
                      STR MILES-162 $ 198.86 OVERTIME- 00:00 $ .00
                      DISTRIBUTION-000 PAY CD-173 TRIP CREDITS-0 FUND PLUG?-N
                      CONSTRUCTIVE ALLOWANCES:
                      TIME: H5-??:?? REVIEW 12-00:40 $
    *TX 08/17/00 20:49 ALW- $ 00.00 DOUBLE LOCAL PAY-$--. -- CABOOSE-$--. --
    *CM 08/17/00 20:49 USERID: DTET316
    *LN 08/17/00 20:49 SERV-2 TRIPS-0 ALW- $00.00 DISTB-000 PAY CODE-173
                      CONSTRUCTIVE ALLOWANCES:
                      TIME: F3-02:40 $ 37.70
     CE 08/17/00 20:49 OLD REST TIME- 00/08/18 04:50-C
                                                       LATA- 00000
                      NEW REST TIME- 00/08/18 04:50-C
     CY 08/17/00 20:50 TIE-UP ARBITRARIES/ALLOWANCES SUPPORTING COMMENTS:
      COMMENTS: YARDED TRAIN ARMOURDALE YD
     DU 08/22/00 13:45 ORG-MX125 DES-MX283 OLF-J SERVICE-2 SLIF#- HE91395
                      SHORT CREW-Y $015. 05
                                                          W-122
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TOT PAY FOR THIS TRIF: $ 47
EN 08/22/00 13:45 UP 0330; UP 009552 UP 004194
     TK 08/22/00 13:45 SLIP-08/17/00 TIME ON DUTY-07:50 STRTIM-07:50 KDT-1
                       MLS PD NR-000 OC-01 ALW-926 $05.00 WEIGHT-1184160
                       STR MILES-162 $ 198.86 OVERTIME- 00:00 $ .00
                       DISTRIBUTION-000 PAY CD-173 TRIP CREDITS-0 FUND PLUG?-N
                       CONSTRUCTIVE ALLOWANCES:
                       TIME: H5-10:15 $ 205.75 12-00:40 $ 9.43
     TX 08/22/00 13:45 ALW- $ 00.00 DOUBLE LOCAL PAY-$00.00 CAPODSE-$--.-
     CM 08/22/00 13:45 USERID: OCMS032
     LN 08/22/00 13:45 SERV-2 TRIPS-0 ALW- $00.00 DISTB-000 PAY CODE-173
                       CONSTRUCTIVE ALLOWANCES:
                       TIME: F3-02:40 $ 37.70
98/18 SN 08/18/00 09:24 NOTF-08/18 09:16-C PH-816-254-7236 VACANCY STEP-00
     WR 08/18/00 09:24 MX283 RE36 CATGP ENG START AT-MX283 08/18 11:15-C
                                                              REGMAN-428882388
                       CREW REQ: R ACTUAL: R ST-OK
     WC 98/18/00 09:25 JOBID: /CATGP /16 ROSTER NO DF POSITION-353101
     TU 08/18/00 19:52 RLS-08/18 19:55-C TAT-08/18 19:30-C
                      TIEUP AT-MX125 AFHT-
                       DH-N REST-B XREST-00000 RET- SHRT-N
                      T/U MLS-0170 CC MLS-00332
     CM 08/18/00 19:52 RLV- 08/18 19:55-C
     CM 08/18/00 19:52 SYSTEM MSG: JOB TIE-UP REPORTED THRU =TE.
     CM 08/18/00 19:52 INITIAL TERMINAL DEPARTURE TIME - 08/18 13:20
     CM 08/18/00 19:52 HIGHEST GENERAL ORDER IN SERVICE UNIT: 00000008
    *DU 08/18/00 19:53 ORG-MX283 DES-MX125 QLF-O SERVICE-2 SLIP#-*** H150151
                      RECEIVED DATE- 08/18/00
                       SHORT CREW-Y $015, 05
                       TOTAL PAY FOR THIS TRIP: $ 252.26
    *EN 08/18/00 19:53 UP 006519 UP 006600 UF 008216
    CM 08/18/00 19:53 CLAIMED: 902-Y 926-Y I2 -0050
    *TK 08/18/01 19:53 SLIP-08/18/00 TIME ON DUTY-08:40 STRTIM-08:40 KOT-1
                      MLS PD NR-000 DC-01 ALW-902 $12.00 WEIGHT-1245000
                      STR MILES-170 $ 208.43 OVERTIME- 00:00 $ .00
                      DISTRIBUTION-000 PAY CD-174 TRIP CREDITS-0 FUND PLUG?-N
                      CONSTRUCTIVE ALLOWANCES:
                      TIME: 12-00:50 $ 11.78
    *TX 08/18/00 19:53 ALW-926 $ 05.00 DOUBLE LOCAL PAY-$--. -- CABOOSE-$--.-
    *CM 08/18/00 19:53 USERID: OTET316
     CM 08/18/00 19:54 FRA DATA ENG CATGP 16 MX283 08181115 MX125 08181955
                      MX125 08181955
     CM 08/18/00 19:54 TTOD: 0840
     CM 08/18/00 19:54 USERID: OTET316 LATA: H150151 TASKID: AF
     CM 08/18/00 19:54 UNDISTURBED REST: OFF
     CY 08/18/00 19:54 TIE-UP ARBITRARIES/ALLOWANCES SUPPORTING COMMENTS:
       COMMENTS: DEPARTED FROM ARMOURDALE YARD
     CE 08/18/00 19:54 OLD REST TIME- 00/08/19 03:55-C
                                                                LATA- 00000
                      NEW REST TIME- 00/08/19 03:55-C
     DU 08/23/00 09:22 ORG-MX283 DES-MX125 QLF-0 SERVICE-2 SLIF#- HE91395
                      SHORT CREW-Y $015. 05
                      TOTAL PAY FOR THIS TRIP: $ 252.26
     EN 08/23/00 09:22 UF 006519 UF 006600 UF 008216
     TK 08/23/00 07:22 SLIP-08/18/00 TIME ON DUTY-08:40 STRTIM-08:40 KDT-1
                      MLS PD NR-000 DC-01 ALW-902 $12.00 WEIGHT-1245000
                      STR MILES-170 $ 208.43 OVERTIME- 00:00 $ .00
                      DISTRIBUTION-000 FAY CD-174 TRIP CREDITS-0 FUND PLUG?-N
                      CONSTRUCTIVE ALLOWANCES:
                      TIME: 12-00:50 $ 11.78
    TX 08/23/00 09:22 ALW-926 $ 05.00 DOUBLE LOCAL PAY-$00.00 CABOQSE-$
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W-173

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CM 08/23/00 09:22 USER : OCMS032
18/19 SN 08/19/00 17:17 NOTF-08/19 17:16-C PH-573-474-0627 VACANCY STEP-00
                                                           REGMAN-428882388
     WR 98/19/00 17:17 MX125 RE36 CNTAT ENG START AT-MX125 08/19 19:15-C
                      CREW RED: R ACTUAL: R ST-OK
     CM 08/19/00 17:17 TC..... KAC
     WC 08/19/00 17:18 JOBID: /CNTAT /18 ROSTER NO UF POSITION-353101
                      HELD AWAY TIME- 07:20
     TU 08/20/00 04:19 RLS-08/20 04:20-C TAT-08/20 03:45-C
                      TIEUP AT-MX283 AFHT-MX283 RE36
                      DH-N REST-B XREST-00000 RET- SHRT-N
                      T/U MLS-0154 CC MLS-00486
     CM 08/20/00 04:19 RLV- 08/20 04:20-C
     CM 08/20/00 04:19 INITIAL TERMINAL DEPARTURE TIME - 08/19 20:35
     CM 08/20/00 04:19 SYSTEM MSG: JOB TIE-UP REPORTED THRU =TE.
     CM 08/20/00 04:19 HIGHEST GENERAL ORDER IN SERVICE UNIT: 00000008
     CM 08/20/00 04:19 =TE AFHT MX283 USE EMPLOYEES PGP AFHT NUMBERS
    *DU 08/20/00 04:21 DRG-MX125 DES-MX283 QLF-B SERVICE-2 SLIP#-*** H991959
                      RECEIVED DATE- 08/20/00
                      SHORT CREW-Y $015. 05
                      TOTAL PAY FOR THIS TRIF: $ 209.34
    *EN 08/20/00 04:21 UP 006866 UP 007167
     CM 08/20/00 04:21 CLAIMED: 926-Y H5 -0720
     CM 08/20/00 04:21 FRA DATA ENG CNTAT 18 MX125 08191915 MX283 08200420
                      MX283 08200420
     CM 08/20/00 04:21 TTOD: 0905
     CM 08/20/00 04:21 USERID: OTET316 LATA: H991959 TASKID: AF
     CM 08/20/00 04:21 UNDISTURBED REST: OFF
    *TK 08/20/00 04:21 SLIP-08/19/00 TIME ON DUTY-09:05 STRTIM-09:05 KDT-1
                      MLS PD NR-000 DC-01 ALW-926 $05.00 WEIGHT-0830000
                      STR MILES-154 $ 189.29 OVERTIME- 00:00 $ .00
                      DISTRIBUTION-000 PAY CD-166 TRIP CREDITS-0 FUND PLUG?-N
                      CONSTRUCTIVE ALLOWANCES:
                      TIME: H5-??:?? REVIEW
    *TX 08/20/00 04:21 ALW- $ 00.00 DOUBLE LOCAL PAY-$--. -- CABOOSE-$--.--
    *CM 08/20/00 04:21 USERID: OTET316
     CE 08/20/00 04:21 OLD REST TIME- 00/08/20 12:20-C
                                                              LATA- 00000
                      NEW REST TIME- 00/08/20 12:20-C
     DU 08/23/00 10:12 ORG-MX127 DES-MX283 QLF-B SERVICE-2 SLIP#- HE91395
                      SHORT CRE Y $015. 05
                      TOTAL PAY FOR THIS TRIP: $ 356.54
     EN 08/23/00 10:12 UP 006866 UP 007167
     TK 08/23/00 10:12 SLIP-08/19/00 TIME ON DUTY-09:05 STRTIM-09:05 KDT-1
                      MLS PD NR-000 DC-01 ALW-926 $05.00 WEIGHT-0830000
                      STR MILES-154 $ 189.29 OVERTIME- 00:00 $ .00
                      DISTRIBUTION-000 PAY CD-166 TRIP CREDITS-0 FUND FLUG?-N
                      CONSTRUCTIVE ALLOWANCES:
                      TIME: H5-07:20 $ 147.20
     TX 08/23/00 10:12 ALW- $ 00.00 DOUBLE LOCAL PAY-$00.00 CABOOSE-$--.--
     CM 08/23/60 10:12 USERID: DCMS032
8/20 SN 08/20/00 15:35 NOTF-08/20 15:35-C PH-816-254-7236 VACANCY STEP-00
                                                            REGMAN-428882388
     WR 08/20/00 15:35 MX283 RE36 CWEHV ENG START AT-MX283 08/20 17:25-C
                      CREW REQ: R ACTUAL: R ST-OK
     CM 08/20/00 15:35 TC.....KAC
     WC 08/20/00 15:36 JOBID: /CWEHV /15 ROSTER NO OF FOSITION-353101
     TU 08/20/00 23:30 RLS-08/20 23:30-C TAT 08/20 23:15-C
                      TIEUP AT-MX125 AFHT-
                      DH-N REST-8 XREST-00000 RET- SHRT-N
                                                          W-124
                      T/U MLS-0162 CC MLS-00648
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CM 08/20/00 23:30 RLV- 8/20 23:30-C
     CM 08/20/00 23:30 SYSTEM MSG: JOB TIE-UP REPORTED THRU =TE.
     CM 08/20/00 23:30 INITIAL TERMINAL DEPARTURE TIME - 08/20 18:00
     CM 08/20/00 23:30 HIGHEST GENERAL ORDER IN SERVICE UNIT: 00000008
     DU 08/20/00 23:31 ORG-MX283 DES-MX125 OLF-W SERVICE-2 SLIP#-**** H150151
                       RECEIVED DATE- 08/20/00
                       SHORT CREW-Y $015, 05
                       TOTAL PAY FOR THIS TRIP: $ 230, 91
     EN 08/20/00 23:31 UP 008202 CNW 008832
     CM 08/20/00 23:31 CLAIMED: 902-Y 926-Y
     CM 08/20/00 23:31 FRA DATA ENG CWEHV 15 MX283 08201725 MX125 08202330
                      MX125 08202330
     CM 08/20/00 23:31 TTOD: 0605
     CM 08/20/00 23:31 USERID: DTET316 LATA: H150151 TASKID: AF
     CM 08/20/00 23:31 UNDISTURBED REST: OFF
     TK 08/20/00 23:31 SLIF-08/20/00 TIME ON DUTY-06:05 STRTIM-06:05 KDT-1
                       MLS PD NR-000 DC-01 ALW-902 $12.00 WEIGHT-0830000
                       STR MILES-162 $ 178.86 OVERTIME- 00:00 $ .00
                       DISTRIBUTION-600 PAY CD-156 TRIP CREDITS-0 FUND PLUG?-N
     TX 08/20/00 23:31 ALW-926 $ 05.00 DOUBLE LOCAL PAY-$--. -- CABOOSE-$--. --
     CM 08/20/00 23:31 USERID: DTET316
     CE 08/20/00 23:31 OLD REST TIME- 00/08/21 07:30-C
                                                                LATA- 00000
                       NEW REST TIME- 00/08/21 07:30-C
18/22 SN 08/22/00 03:56 NOTF-08/22 03:55-C PH-573-474-0627 VACANCY STEP-00
                                                              REGMAN~428882388
     WR 08/22/00 03:56 MX125 RE36 CBWNA ENG START AT-MX125 08/22 06:00-C
                      CREW RED: R ACTUAL: R ST-OK
     CM 08/22/00 03:56 TC
     WC 08/22/00 03:57 JOSID: /CBWNA /20 ROSTER NO OF POSITION-353101
                       HELD AWAY TIME- 14:30
     TU 08/22/00 15:31 RLS-08/22 15:30-C TAT-08/22 15:00-C
                       TIEUP AT-MX283 AFHT-MX283 RE36
                       DH-N REST-8 XREST-00000 RET- SHRT-N
                       T/U MLS-0154 CC MLS-00802
     CM 08/22/00 15:31 RLV- 08/22 15:30-C
     CM 08/22/00 15:31 INITIAL TERMINAL DEPARTURE TIME - 08/22 06:20
     CM 08/22/00 15:31 SYSTEM MSG: JOB TIE-UP REPORTED THRU =TE.
     CM 08/22/00 15:3' HIGHEST GENERAL ORDER IN SERVICE UNIT: 00000008
     CM 08/22/00 15:31
                           =TE AFHT MX283 USE EMPLOYEES PGP AFHT NUMBERS
    *DU 08/22/00 15:32 DRG-MX125 DES-MX283 QLF-B SERVICE-2 SLIF#-**** HR91924
                       RECEIVED DATE- 08/22/00
                       SHORT CREW-Y $015. 05
                       TOTAL PAY FOR THIS TRIP: $ 209.84
    *EN 08/22/00 15:32 UP 008118 UP 007117 UP 006601
     CM 08/22/00 15:32 CLAIMED: 926-Y H5 -1430
     CM 08/22/00 15:32 FRA DATA ENG CBWNA 20 MX125 08220600 MX283 08221530
                       MX283 08221530
     CM 08/22/00 15:32 TTOD: 0930
     CM 08/22/00 15:32 USERID: DTET316 LATA: HR91924 TASKID: AF
     CM 08/22/00 15:32 UNDISTURBED REST: OFF
    *TK 08/22/00 15:32 SLIP-08/22/00 TIME ON DUTY-09:30 STRTIM-09:29 KDT-1
                      MLS PD NR-000 DC-01 ALW-926 $05.00 WEIGHT-1245000
                       STR MILES-154 $ 189.29 OVERTIME- 00:01 $ .50
                       DISTRIBUTION-000 PAY CD-174 TRIP CREDITS-0 FUND PLUG?-N
                       CONSTRUCTIVE ALLOWANCES:
                       TIME: H5-??:?? REVIEW
    *TX 08/22/00 15:32 ALW- $ 00.00 DOUBLE LOCAL PAY-$--. -- CABOOSE-$--.-
    *CM 08/22/00 15:32 USERID: OTET316
     CE 08/22/00 15:32 OLD REST TIME- 00/08/22 23:30-C
                                                                 LATA- 00000
                       NEW REST TIME- 00/08/22 23:30-C
                                                          10-125
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DU 08/24/00 10:34 DRS- 125 DES-MX283 DLF-B SER CE-2 SLTP#- HE91395
                      SHORT CREW-Y $015. 05
                      TOTAL PAY FOR THIS TRIP: $ 500.90
     EN 08/24/00 10:34 UP 008118 UP 007119 UF 006601
     TK 08/24/00 10:34 SLIP-08/22/00 TIME ON DUTY-09:30 STRTIM-09:29 KOT-1
                      MLS PD NR-000 DC-01 ALW-926 $05.00 WEIGHT-1245000
                      STR MILES-154 $ 189.29 OVERTIME- 00:01 $ .50
                      DISTRIBUTION-000 FAY CD-174 TRIP CREDITS-0 FUND PLUG?-N
                      CONSTRUCTIVE ALLOWANCES:
                      TIME: H5-14:30 $ 291.06
     TX 08/24/00 10:34 ALW- $ 00.00 DOUBLE LOCAL PAY-$00.00 CABOOSE-$--.
     CM 08/24/00 10:34 USERID: OCMS032 .
8/23 SN 08/23/00 04:41 NOTF-08/23 04:41-C PH-816-254-7236 VACANCY STEP-00
                                                            REEMAN-428882388
     CM 03/23/00 04:41 TC......CDH
     WC 08/23/00 04:42 JOBID: /CATNT /21 ROSTER NO OF POSITION-353101
     CM 08/23/00 09:44 SWAP...DMM
     SA 08/23/00 09:44 MX283 RE36 CATNT ENG STARTS AT: 08/23 06:30-C
                    NOTE-08/23 09:44-C PH-816-254-7236
                                     DH-N ST-OK STARTS:
     CM 08/23/00 09:45 ANNULMENT CODE: NR REASON: SWAP
8/23 SN 08/23/00 09:45 NOTF-08/23 09:45-C PH-816-254-7236 VACANCY STEP-00
                                                            REGMAN-428882388
     WR 08/23/00 09:45 MX283 RE36 ZSEME ENG START AT-MX283 08/23 06:30-C
                      CREW REQ: R ACTUAL: R ST-OK
     CM 08/23/00 09:45 SWAP.... DMM
     CM 08/23/00 09:45 JOB DESCRIPTION: =BM
     WC 08/23/00 09:46 JOBID: /ZSEME /20 ROSTER NO OF POSITION-353101
     TU 08/23/00 18:01 RLS-08/23 18:00-C TAT-08/23 17:45-C
                      TIEUP AT-MX125 AFHT-
                      DH-N REST-8 XREST-00000 RET- SHRT-N
                      T/U MLS-0162 CC MLS-00964
     CM 08/23/00 18:01 RLV- 08/23 18:00-C
     CM 08/23/00 18:01 SYSTEM MSG: JOB TIE-UP REPORTED THRU =TE.
     CM 08/23/00 18:01 INITIAL TERMINAL DEPARTURE TIME - 08/23 09:15
     CM 08/23/00 18:01 HIGHEST GENERAL ORDER IN SERVICE UNIT: 00000008
    *DU 08/23/00 18:02 ORG-MX283 DES-MX125 OLF-W SERVICE-2 SLIF#-*** H791863
                      RECEIVED DATE- 08/23/00
                      SHORT CREW-Y $015. 05
                      TOTAL PAY FOR THIS TRIP: $ 277.08
    *EN 08/23/00 18:02 UP 006053 UP 009282 UP 009680
    CM 08/23/00 18:02 CLAIMED: 902-Y 926-Y I2 -0130
    *TK 08/23/00 18:02 SLIP-08/23/00 TIME ON DUTY-11:30 STRTIM-09:58 KDT-1
                      MLS PD NR-000 DC-01 ALW-902 $12.00 WEIGHT-1191000
                      STR MILES-162 $ 198.86 OVERTIME- 01:32 $ 46.17
                      DISTRIBUTION-000 PAY CD-173 TRIP CREDITS-0 FUND PLUG?-N
                      CONSTRUCTIVE ALLOWANCES:
                      TIME: 12-01:30 REVIEW
    *TX 08/23/00 18:02 ALW-926 $ 05.00 DOUBLE LOCAL PAY-$--. -- CABOOSE-$--.-
    *CM 08/23/00 18:02 USERID: OTET316
     CM 08/23/00 18:03 FRA DATA ENG ZSEME 20 MX283 08230630 MX125 08231800
                      MX125 08231800
     CM 08/23/00 18:03 TTOD: 1130
     CM 08/23/00 18:03 USERID: DTET316 LATA: H791863 TASKID: AF
     CM 08/23/00 18:03 UNDISTURBED REST: OFF
                                                               LATA- 00000
     CE 08/23/00 18:03 OLD REST TIME- 00/08/24 02:00-C
                      NEW REST TIME- 00/08/24 02:00-C
     DU 08/24/00 11:12 ORG-MX283 DES-MX125 QLF-W SERVICE-2 SLIP#-XX HE91395
                      RECEIVED DATE- 08/24/00
                                                         W-126
                      SHORT CREW-Y $015. 05
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TOT PAY FOR THIS TRIP: $ 27
EN 08/24/00 11:12 UP 06053 UP 009282 UP 00968
      DK 08/24/00 11:12 DECLINATION NUMBER- AL 0823-005 SLIP DATE-08/23/00
                       CHAIRMAN ID- 40101
                       DECLINED: IE- 01:30 REASON CODE-IO
      TK 08/24/00 11:12 SLIP-08/23/00 TIME ON DUTY-11:30 STRTIM-09:58 KDT-1
                       MLS FD NR-000 DC-01 ALW-902 $12.00 WEIGHT-1191000
                       STR MILES-162 $ 198.86 OVERTIME- 01:32 $ 46.17
                       DISTRIBUTION-000 PAY CD-173 TRIP CREDITS-0 FUND PLUG?-N
     TX 08/24/00 11:12 ALW-926 $ 05.00 DOUBLE LOCAL PAY-$00.00 CABOOSE-$--.-
     CM 08/24/00 11:12 USERID: OCMS032
08/24 SN 08/24/00 21:27 NOTF-08/24 21:26-C PH-573-474-0627 VACANCY STEP-00
                                                              REGMAN-428882388
     WR 08/24/00 21:27 MX125 RE36 CCSCV ENG START AT-MX125 08/24 23:30-C
                       CREW REQ: R ACTUAL: R ST-OK
     CM 08/24/60 21:27 TC..KLV
     WC 08/24/00 21:28 JOBID: 2/CCSCV /24 ROSTER NO OF POSITION-353101
                       HELD AWAY TIME- 13:30
     TU 08/25/00 11:42 RLS-08/25 11:45-C TAT-08/25 10:05-C
                       TIEUP AT-MX283 AFHT-MX283 RE36
                       DH-N REST-10 XREST-00000 RET- SHRT-
                       T/U MLS-0154 CC MLS-01118
     CM 08/25/00 11:42 RLV- 08/25 11:30-C
     CM 08/25/00 11:42 SYSTEM MSG: JCB TIE-UP REPORTED THRU =TE.
     CM 06/25/00 11:42 DTET316 QUICK TIE-UP H325061
     CM 08/25/00 11:42 =TE AFHT MX283 USE EMPLOYEES PGP AFHT NUMBERS
     CM 08/25/00 21:54 HOSV FTU- 08/25 11:45-C TAT- 08/25 10:05-C
     CM 08/25/00 21:54 HOSV INITIAL TERMINAL DEPARTURE TIME - 08/25 01:00
     CM 08/25/00 21:54 HDSV USERID: 0TET316
     CM 08/25/00 21:54 HOSV RLV- 08/25 11:30-C
    *DU 08/25/00 21:57 DRG-MX125 DES-MX283 QLF-B SERVICE-2 SLIF#-*** H991959
                       RECEIVED DATE- 08/25/00
                       SHORT CREW-Y $015. 05
                       TOTAL PAY FOR THIS TRIP: $ 285.11
    *EN 08/25/00 21:57 UP 006487 UP 008296
     CM 08/25/00 21:57 CLAIMED: 926-Y H5 -1330
     CM 08/25/00 21:57 FRA DATA ENG 20050V 24 MX125 08242330 MX283 08251130
                       MX283 08251145
     CM 08/25/00 21:57 FRA DATA ENG DF X MX283 08251130 MX283 08251145 CB
                       AUTO TO TD. OFF.
     CM 08/25/00 21:57 TTOD: 1200
    *TK 08/25/00 21:57 SLIP-08/24/00 TIME ON DUTY-12:00 STRTIM-09:29 KDT-1
                       MLS FD NR-000 DC-01 ALW-926 $05.00 WEIGHT-0830000
                       STR MILES-154 $ 189.29 OVERTIME- 02:31 $ 75.77
                       DISTRIBUTION-000 PAY CD-166 TRIP CREDITS-0 FUND PLUG?-N
                       CONSTRUCTIVE ALLOWANCES:
                       TIME: H5-??:?? REVIEW
    *TX 08/25/00 21:57 ALW- $ 00.00 DOUBLE LOCAL PAY-$--. -- CABOOSE-$--.-
    *CM 68/25/00 21:57 USERID: OTET316
     CY 08/25/00 21:58 TIE-UP ARBITRARIES/ALLOWANCES SUPPORTING COMMENTS:
       COMMENTS: HRS. OF SERVICE UP AT TROOST AVE. CO. AUTO.
       TO TARD OFFICE
    *DU 08/28/00 08:19 ORG-MX125 DES-MX283 QLF-B SERVICE-2 SLIF#- HE91395
                       SHORT CREW-Y $015. 05
                       TOTAL PAY FOR THIS TRIP: $ 556.10
    *EN 08/28/00 08:19 UP 006487 UP 008296
    *TK 08/28/00 08:19 SLIP-08/24/00 TIME ON DUTY-12:00 STRTIM-09:29 KDT-1
                       MLS PD NR-000 DC-01 ALW-926 $05.00 WEIGHT-0830000
                       STR MILES-154 $ 189.29 OVERTIME- 02:31 $ 75.77
                       DISTRIBUTION-000 PAY CD-166 TRIP CREDITS-0 FUND PLUG?-N
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CONS UCTIVE ALLOWANCES: TIME. H5-13:30 \$ 270.99 *TX 08/28/00 08:19 ALW- \$ 00.00 DOUBLE LOCAL PAY-\$00.00 CABODSE-\$--. *CM 08/28/00 08:19 USCRID: OCMS032 DU 09/01/00 07:20 DRG-MX125 DES-MX283 QLF-B SERVICE-2 SLIP#- HE91395 SHORT CREW-Y \$015. 05 TOTAL PAY FOR THIS TRIP: \$ 556.10 EN 09/01/00 07:20 UP 006487 UP 008296 TK 09/01/00 07:20 SLIP-08/24/00 TIME ON DUTY-12:00 STRTIM-09:29 KDT-1 MLS PD NR-000 DC-01 ALW-926 \$05.00 WEIGHT-0830000 STR MILES-154 \$ 189.29 OVERTIME- 02:31 \$ 75.77 DISTRIBUTION-000 PAY CD-166 TRIP CREDITS-0 FUND PLUG?-N CONSTRUCTIVE ALLOWANCES: TIME: H5-13:30 \$ 270.99 TX 09/01/00 07:20 ALW- \$ 00.00 DOUBLE LOCAL PAY-\$00.00 CABOOSE-\$--. CM 09/01/00 07:20 USERID: OCMS032 08/25 SN 08/25/00 19:46 NOTF-08/25 19:46-C FH-816-254-7236 VACANCY STEP-00 REGMAN-428882388 CM 08/25/00 19:46 TOOK CALL...KLR WC 08/25/00 19:47 JOBID: /CNAWL /24 ROSTER NO OF POSITION-353101 CM 08/25/00 20:25 SWAP SA 08/25/00 20:25 MX283 RE36 CNAWL ENG STARTS AT: 08/25 21:45-C NOTF-08/25 20:25-C PH-816-254-7236 DH-N ST-OK STARTS: CM 08/25/00 20:26 ANNULMENT CODE: DU REASON: SWAP 8/25 SN 08/25/00 20:27 NOTF-08/25 20:27-C PH-816-254-7236 VACANCY STEP-00 REGMAN-428882388 WR 08/25/00 20:27 MX283 RE36 ILADU ENG START AT-MX283 08/25 21:45-C CREW RED: R ACTUAL: R ST-OK CM 08/25/00 20:27 SWAP CM 08/25/00 20:27 JOB DESCRIPTION: =BM WC 08/25/00 20:28 JOBID: /ILADU /22 ROSTER NO OF POSITION-353101 TU 08/26/00 10:12 RLS-08/26 10:15-C TAT-08/26 09:45-C TIEUP AT-MX125 AFHT-DH-N REST-10 XREST-00000 RET- SHRT-T/U MLS-0154 CC MLS-01272 CM 08/26/00 10:12 RLV- 08/26 09:45-C CM 08/26/00 10:12 SYSTEM MSG: JOB TIE-UP REPORTED THRU =TE. CM 08/26/00 10:12 DTET316 DUICK TIE-UP H091419 CM 08/27/00 10:32 HOSV FTU- 08/26 10:15-C TAT- 08/26 09:45-C CM 08/27/00 10:32 HOSV INITIAL TERMINAL DEPARTURE TIME - 08/26 01:50 CM 08/27/00 10:32 HOSV USERID: OTET316 CM 08/27/00 10:32 HOSV RLV- 08/26 09:45-C *DU 08/27/00 10:35 DRG-MX283 DES-MX125 QLF-B SERVICE-2 SLIP#-*** H023812 RECEIVED DATE- 08/27/00 SHORT CREW-Y \$015. 05 TOTAL PAY FOR THIS TRIF: \$ *EN 08/27/00 10:35 SP 008641 KCS 002034 CEFX007075 CM 08/27/00 10:35 CLAIMED: 901-Y 926-Y 7W -0030 *TK 08/27/00 10:35 SLIP-08/25/00 TIME ON DUTY-12:00 STRTIM-10:28 KDT-1 MLS PD NR-000 DC-01 ALW-901 \$06.00 WEIGHT-1222000 STR MILES-170 \$ 208.43 OVERTIME- 01:32 \$ 46.17 DISTRIBUTION-000 PAY CD-174 TRIP CREDITS-0 FUND PLUG?-N CONSTRUCTIVE ALLOWANCES: TIME: 7W-00:30 \$ 15.05 *TX 08/27/00 10:35 ALW-926 \$ 05.00 DOUBLE LOCAL PAY-\$--. -- CABOOSE-\$--. --*CM 08/27/00 10:35 USERID: DTET316 CM 08/27/00 10:36 FRA DATA ENG ILADU 22 MX283 08252145 MX125 08260945 MX125 08261015 CM 08/27/00 10:36 FRA DATA ENG DF X MX125 08260945 MX125 08261015 CO

W-128

CM 08/27/00 10:3/ TTOD 1200 CY 08/27/00 10:3/ CY 08/27/00 10:36 TIE-UP ARBITRARIES/ALLOWANCES SUPPORTING COMMENTS: COMMENTS: HRS. OF SERVICE UP AT COLE JCT. CO. AUTO TO YD . OFF. DU 08/28/00 11:08 ORG-MX283 DES-MX125 OLF-O SERVICE-2 SLIP#- HE91395 SHORT CREW-Y \$015. 05 TOTAL PAY FOR THIS TRIP: \$ 295,70 EN 08/28/00 11:08 SP 008641 KCS 002034 CEFX007075 TK 08/28/00 11:08 SLIP-08/25/00 TIME ON DUTY-12:00 STRTIM-10:28 KOT-1 MLS PD NR-000 DC-01 ALW-901 \$06.00 WEIGHT-1222000 STR MILES-170 \$ 208.43 OVERTIME- 01:32 \$ 46.17 DISTRIBUTION-000 PAY CD-174 TRIP CREDITS-0 FUND PLUG?-N CONSTRUCTIVE ALLOWANCES: TIME: 7W-00:30 \$ 15.05 TX 08/28/00 11:08 ALW-926 \$ 05.00 DOUBLE LOCAL PAY-\$00.00 CABOOSE-\$--.-CM 08/28/00 11:08 USERID: DCMS032 08/27 DU 08/27/00 16:52 DRS-MX125 DES-MX283 DLF-B SERVICE-2 SLIP#- H391414 TOTAL PAY FOR THIS CLAIM:\$ 827.33 CL 08/27/00 16:52 SLIP-08/27/00 OCCUPATION-01 TRIP CREDITS-00 ALW- \$ 00.00 DISTRIBUTION-000 PAY CD-000 VACDAYS-05 CONSTRUCTIVE ALLOWANCE CODE - VI UNITS-000 TIME-00:00 \$ 827.33 STAT MILES: 0000 TRAIN ID: /CAENA /26 38/27 SN 08/27/00 08:26 NOTE-08/27 08:25-C PH-573-474-0627 VACANCY STEP-00 REGMAN-428882388 WR 08/27/00 08:25 MX125 RE36 CAENA ENG START AT-MX125 08/27 10:30-C CREW REQ: R ACTUAL: R ST-OK CM 08/27/00 08:26 TC..KLV WC 08/27/00 08:27 JOSID: /CAENA /26 ROSTER NO OF POSITION-353101 HELD AWAY TIME- 08:15 TU 08/27/00 16:05 RLS-08/27 16:05-C TAT-08/27 15:30-C TIEUP AT-MX283 AFHT-MX283 RE36 DH-N REST-8 XREST-00000 RET- SHRT-N T/U MLS-0154 CC MLS-01426 CM 08/27/00 16:05 RLV- 08/27 16:05-C CM 08/27/00 16:05 INITIAL TERMINAL DEPARTURE TIME - 08/27 11:00 CM 08/27/00 16:05 SYSTEM MSG: JOB TIE-UP REPORTED THRU =TE. CM 08/27/00 16:05 HIGHEST GENERAL ORDER IN SERVICE UNIT: 00000009 CM 08/27/00 16:05 =TE AFHT MX283 USE EMPLOYEES PGP AFHT NUMBERS *DU 08/27/00 16:06 ORG-MX125 DES-MX283 OLF-B SERVICE-2 SLIP#-*** H791928 RECEIVED DATE- 08/27/00 SHORT CREW-Y \$015. 05 TOTAL PAY FOR THIS TRIP: \$ 209.34 *EN 08/27/00 16:06 UP 008261 UP 006603 UP 006523 CM 08/27/00 16:06 CLAIMED: 926-Y H5 -0815 CM 08/27/00 16:06 FRA DATA ENG CAENA 26 MX125 08271030 MX283 08271605 MX283 08271605 CM 08/27/00 16:06 TTOD: 0535 CM 08/27/00 16:06 USERID: DTET316 LATA: H791928 TASKID: AF CM 08/27/00 16:06 UNDISTURBED REST: OFF *TK 08/27/00 16:06 SLIF-08/27/00 TIME ON DUTY-05:35 STRTIM-05:35 KDT-1 MLS PD NR-000 DC-01 ALW-926 \$05,00 WEIGHT-1245000 STR MILES-154 \$ 189.29 OVERTIME- 00:00 \$.00 DISTRIBUTION-000 PAY CD-174 TRIP CREDITS-0 FUND PLUG?-N CONSTRUCTIVE ALLGWANCES: TIME: H5-??:?? REVIEW *TX 08/27/00 16:06 ALW- \$ 00.00 DOUBLE LOCAL PAY-\$--. -- CABOOSE-\$--.--*CM 08/27/00 16:06 USERID: OTET316 CE 08/27/00 16:06 OLD REST TIME- 00/08/28 00:05-C LATA- 00000 W127

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NEW ST TIME- 00/08/28 00:05-0
     DU 08/29/00 13:49 ORG-11/125 DES-MX283 OLF-B SERVICE-2 SLIP#- HE91395
                      SHORT CREW-Y $015. 05
                      TOTAL PAY FOR THIS TRIP: $ 374.94
     EN 08/29/00 13:49 UP 008261 UP 006603 UP 006523
     TK 08/29/00 13:49 SLIP-08/27/00 TIME ON DUTY-05:35 STRTIM-05:35 KDT-1
                      MLS PD NR-000 OC-01 ALW-926 $05.00 WEIGHT-1245000
                      STR MILES-154 $ 189.29 OVERTIME- 00:00 $ .00
                      DISTRIBUTION-000 PAY CD-174 TRIP CREDITS-0 FUND PLUG?-N
                      CONSTRUCTIVE ALLOWANCES:
                      TIME: H5-08:15 $ 165.60
     TX 08/29/00 13:49 ALW- $ 00.00 DQUBLE LOCAL PAY-$00.00 CABOOSE-$--.-
     CM 08/29/00 13:49 USERID: OCMS032
08/27 ST 08/27/00 16:52 EFF-08/27 16:52-C DH-N DLD-DK NEW-LV MANUAL TO-09
     ST 08/27/00 16:52 EFF-09/03 00:00-C DH-N PENDED STATUS EV INPUT
     CM 08/27/00 16:52 USERID: DCMS584 LATA: H391414 TASKID: PH
     VT 08/27/00 16:52 07 VACATION DAYS TAKEN FROM 08/27/00 TO 09/03/00
48/28 NS 08/27/00 23:48 MX283 RE36 CNABW ENG START AT-MX283 08/28 01:30-0
                      CBR: 00 0000 00 DH-N ST-LV
                                                              VAC-509849327
8/28 NS 08/28/00 13:00 MX125 RE36 DH11 ENG START AT-
                                                              08/28 01:30-C
                      CBR: 00 0000 00 DH-N ST-LV
                                                              VAC-509849327
08/29 NS 08/29/00 19:01 MX125 RE36 CWLAT ENG START AT-MX125 08/29 21:00-C
                      CBR: 00 0000 00 DH-N ST-LV
                                                              VAC-509849327
8/29 NS 08/29/00 2::15 MX125 RE36 ZMNSE ENG START AT-MX125
                                                              08/29 21:00-C
                      CBR: 00 0000 00 DH-N ST-LV
                                                              VAC-509849327
38/30 NS 08/30/00 12:14 MX283 RE36 SKSPH ENG START AT-MX283
                                                              08/30 14:00-C
                      CBR: 00 0000 00 DH-N ST-LV
                                                              VAC-509849327
M3/31 NS 08/31/00 05:52 MX283 RE36 DH58 ENG START AT-MX283
                                                              08/31 03:15-C
                      CBR: 00 0000 00 DH-N ST-LV
                                                              VAC-509849387
                                      ENG START AT-
08/31 NS 08/31/00 15:32 MX125 RE36 DH03
                                                              08/31 03:15-0
                      CBR: 00 0000 00 DH-N ST-LV
                                                              VAC-509849327
09/01 DU 08/27/00 16:52 ORG-MX125 DES-MX283 QLF-B SERVICE-2 SLIP#- H391414
                      TOTAL PAY FOR THIS CLAIM:$ 330.93
     CL 08/27/00 16:52 SLIP-09/01/00 OCCUPATION-01 TRIP CREDITS-00
                      ALW- $ 00.00 DISTRIBUTION-000 PAY CD-000 VACDAYS-02
                      CONSTRUCTIVE ALLOWANCE CODE - VI
                      UNITS-000 TIME-00:00 $ 330.93
                      STAT MILES: 0000 TRAIN ID: /CAENA /26
9/01 CA 09/01/00 00:02 STARTS-00
                                                                    E000000
                      CCMILS-0000 RDMILS-0000 MILSPD-0000 MILSMO-0000
19/01 NS 09/01/00 00:46 MX125 RE36 CDYCV ENG START AT-MX125 09/01 02:15-C
                      CBR: 00 0000 00 DH-N ST-LV
                                                              VAC-509849327
9/01 NS 09/01/00 02:23 MX125 RE36 MESNP ENG START AT-MX125
                                                             09/01 02:15-C
                      CBR: 00 0000 00 DH-N ST-LV
                                                              VAC-509849327
9/01 NS 09/03/00 12:29 MX125 RE36 DH08 ENF START AT-
                                                              09/01 07:00-C
                      CBR: 00 0000 00 DH-N ST-EV
                                                              VAC-509849327
9/01 NS 09/01/00 21:15 MX283 RE36 CCVDY ENG START AT-MX283 09/01 23:10-C
                      CBR: 00 0000 00 DH-N ST-LV
                                                              VAC-509849327
9/03 ST 09/03/00 00:03 EFF-09/03 00:00-C DH-N OLD-LV NEW-EV APPLIED
     CM 09/03/00 00:03 USERID: OCMS287 LATA: H391414 TASKID: ZB
9/03 NS 09/03/00 12:33 MX125 RE36 MASNP ENG START AT-MX125 09/03 14:30-C
                      CBR: 00 0000 00 DH-N ST-EV
                                                              VAC-509849327
19/03 NS 09/03/00 14:59 MX125 RE36 CCJBT ENG START AT-MX125
                                                             09/03 14:30-C
                      CBR: 00 0000 00 DH-N ST-EV
                                                              VAC-509849327
9/03 ST 09/03/00 22:12 EFF-09/03 22:12-C DH-N OLD-EV NEW-OK MANUAL
     CM 09/03/00 22:12 USERID: OCMS612 LATA: H191414 TASKID: PH
9/04 SN 09/04/00 13:52 NOTF-09/04 13:51-C PH-573-474-0627 VACANCY STEP-00
                      ASGN-MX125 RE36
                                                           REGMAN-428882388
     WR 69/04/00 13:52 MX283 RE36 CSMHVR ENG START AT-MX283 09/04 15:45-C
                      CREW RED: R ACTUAL: R ST-OK
                                                      W-130
```

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CM 09/04/00 13:52 WORK OF DNN JC0
WC 09/04/00 13:53 JOBIN: /CSMHVR /25 ROSTER NO OF POSITION-353101
      TU 09/05/00 01:31 RLS-09/05 01:30-C TAT-09/05 00:25-C
                       TIEUP AT-MX125 AFHT-
                       DH-N REST-8 XREST-00000 RET- SHRT-N
                       T/U MLS-0162 CC MLS-00162
      CM 69/05/00 01:31 RLV- 69/05 01:30-C
     CM 09/05/00 01:31 SYSTEM MSG: JOB TIE-UP REPORTED THRU =TE.
     CM 09/05/00 01:31 INITIAL TERMINAL DEPARTURE TIME - 09/04 18:25
     CM 09/05/00 01:31 HIGHEST GENERAL ORDER IN SERVICE UNIT: 00000008
     DU 09/05/00 01:34 ORG-MX283 DES-MX125 OLF-W SERVICE-2 SLIP#-*** H791863
                       RECEIVED DATE- 09/05/00
                       SHORT CREW-Y $015. 05
                       TOTAL PAY FOR THIS TRIP: $ 230.91
     EN 09/05/00 01:34 UP 007135 SP 000104
     CM 09/05/00 01:34 CLAIMED: 902-Y 926-Y
     CM 09/05/00 01:34 FRA DATA ENG CSMHVR 25 MX283 09041545 MX125 09050130
                       MX125 09050130
     CM 09/05/00 01:34 TYOD: 0945
     CM 09/05/00 01:34 USERID: OTET316 LATA: H791863 TASKID: AF
     CM 09/05/00 01:34 UNDISTURBED REST: OFF
     TK 09/05/00 01:34 SLIP-09/04/00 TIME ON DUTY-09:45 STRTIM-09:45 KDT-1
                       MLS PD NR-000 CC-01 ALW-902 $12.00 WEIGHT-0830000
                       STR MILES-162 $ 198.86 OVERTIME- 00:00 $ .00
                       DISTRIBUTION-000 PAY CD-166 TRIP CREDITS-0 FUND PLUG?-N
     TX 09/05/00 01:34 ALW-926 $ 05.00 DOUBLE LOCAL PAY-$--. -- CABOOSE-$--. --
     CM 09/05/00 01:34 USERID: OTET316
     CE 09/05/00 01:34 OLD REST TIME- 00/09/05 09:30-C
                                                                 LATA- 00000
                      NEW REST TIME- 00/09/05 09:30-C
39/06 SN 09/06/00 16:05 NOTF-09/06 16:05-C PH-573-474-0627 VACANCY STEP-00
                                                              REGMAN-428882388
     WR 69/06/00 16:05 MX125 RE36 AASFX ENG START AT-MX125 09/06 18:00-C
                      CREW RED: R ACTUAL: R ST-OK
     WC 09/06/00 16:06 JOBID: /AASFX /06 ROSTER NO OF POSITION-353101
                      HELD AWAY TIME- 24:30
     TU 09/07/00 03:23 RLS-09/07 03:25-C TAT-09/07 02:10-C
                       TIEUP AT-MX283 AFHT-MX283 RE36
                       DH-N REST-8 XREST-00000 RET- SHRT-N
                      T/U MLS-0162 CC MLS-00324
     CM 09/07/00 03:23 RLV- 09/07 03:25-C
     CM 09/07/00 03:23 INITIAL TERMINAL DEPARTURE TIME - 09/06 20:35
     CM 09/07/00 03:23 SYSTEM MSG: JOB TIE-UP REPORTED THRU =TE.
     CM 09/07/00 03:23 HIGHEST GENERAL DRDER IN SERVICE UNIT: 00000009
     CM 09/07/00 03:23 =TE AFHT MX283 USE EMPLOYEES PGP AFHT NUMBERS
    *DU 09/07/00 03:26 DRG-MX125 DES-MX283 QLF-J SERVICE-2 SLIP#-*** H991928
                      RECEIVED DATE- 09/07/00
                      SHORT CREW-Y $015. 05
                      TOTAL PAY FOR THIS TRIP: $ 241.29
    *EN 09/07/00 03:26 UP 006858 UP 006086
     CM 09/07/00 03:26 CLAIMED: 926-Y H5 -2430 I2 -0120 F3 -0015
     CM 09/07/00 03:26 FRA DATA ENG AASFX 06 MX125 09061800 MX283 09070325
                      MX283 09070325
     CM 09/07/00 03:26 TTOD: 0925
     CM 09/07/00 03:26 USERID: DTET316 LATA: H991928 TASKID: AF
     CM 09/07/00 03:26 UNDISTURBED REST: OFF
    *TK 09/07/00 03:26 SLIF-09/06/00 TIME ON DUTY-09:25 STRTIM-09:25 KDT-1
                      MLS PD NR-000 OC-01 ALW-926 $05.00 WEIGHT-0810000
                      STR MILES-162 $ 198.86 DVERTIME- 00:00 $ .00
                      DISTRIBUTION-000 PAY CD-166 TRIP CREDITS-0 FUND PLUG?-N
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W-13/

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COMS UCTIVE ALLOWANCES:
    *TX 09/07/00 03:26 ALW- $ 00.00 DOUBLE LOCAL PAY-$--. -- CABOOSE-$--.
    *CM 09/07/00 03:26 USERID: OTET316
    *LN 09/07/00 03:26 SERV-2 TRIPS-0 ALW- $60.00 DISTB-000 PAY CDDE-166
                      CONSTRUCTIVE ALLOWANCES:
                      TIME: F3-00:15 $ 3.53
     CE 09/07/00 03:26 OLD REST TIME- 00/09/07 11:25-C LATA- 00000
                      NEW REST TIME- 60/09/07 11:25-C
     CY 09/07/00 03:27 TIE-UP ARBITRARIES/ALLOWANCES SUPPORTING COMMENTS:
      COMMENTS: YARDED TRAIN QUINDERO
     DU 09/11/00 11:41 ORG-MX125 DES-MX283 QLF-J SERVICE-2 SLIF#- HE91395
                      SHORT CREW-Y $015, 05
                      TOTAL PAY FOR THIS TRIP: $ 733.08
     EN 09/11/00 11:41 UP 006858 UP 006086
     TK 09/11/00 11:41 SLIP-09/06/00 TIME ON DUTY-09:25 STRTIM-09:25 KOT-1
                      MLS PD NR-000 DC-01 ALW-726 $05.00 WEIGHT-0810000
                      STR MILES-162 $ 198.86 OVEFTIME- 00:00 $ .00
                      DISTRIBUTION-000 PAY CD-166 TRIP CREDITS-0 FUND PLUS?-N
                      CONSTRUCTIVE ALLOWANCES:
                      TIME: H5-24:30 $ 491.79 I2-01:20 $ 18.85
     TX 69/11/00 11:41 ALW- $ 60.00 DOUBLE LOCAL PAY-$00.00 CABOOSE-$--. --
     CM 09/11/00 11:41 USERID: OCMS032
     LN 09/11/00 11:41 SERV-2 TRIPS-0
                                       ALW- $00.00 DISTB-000 PAY CODE-166
                      CONSTRUCTIVE ALLOWANCES:
                      TIME: F3-00:15 $ 3.53
99/07 SN 09/07/00 11:32 NOTF-09/07 11:30-C PH-816-254-7236 VACANCY STEP-00
                                                             REGMAN-428882388
     WR 09/07/00 11:32 MX283 RE36 CATOV ENG START AT-MX283 09/07 13:30-C
                      CREW RED: R ACTUAL: R ST-OK
     WC 09/07/00 11:33 JOBID: /CATOV /06 ROSTER NO OF POSITION-353101
     TU 09/08/00 02:45 RLS-09/08 02:45-C TAT-09/08 02:40-C
                      TIEUP AT-MX125 AFHT-
                      DH-N REST-10 XREST-00000 RET- SHRT-
                      T/U MLS-0154 CC MLS-00478
     CM 09/08/00 02:45 RLV- 09/08 01:30-C
     CM 09/08/00 02:45 SYSTEM MSG: JOB TIE-UP REPORTED THRU =TE.
     CM 09/08/00 02:45 DTET316 QUICK TIE-UP H150151
     CM 09/09/00 20:43 HCSV FTU- 09/08 02:45-C TAT- 09/08 02:40-C
     CM 09/09/00 20:43 HOSY INITIAL TERMINAL DEPARTURE TIME - 09/07 17:10
     CM 09/09/00 20:43 HOSV PICK UP CIRC7: G027 MODE: TAXI TRFD- 09/08
                      02:45-X
     CM 09/09/00 20:43 HOSV TIE-UP COMMENT:
     CM 09/09/00 20:43 HOSV USERID: OTET316
     CM 09/09/00 20:43 HOSV FICK UP TIME: 09/08 01:30
     CM 09/09/00 20:43 HOSV RLV- 09/08 01:30-C
    *DU 09/09/00 20:48 ORG-MX283 DES-MX125 QLF-B SERVICE-2 SLIF#-*** H091419
                      RECEIVED DATE- 09/09/00
                      SHORT CREW-Y $015. 05
                      TOTAL PAY FOR THIS TRIP: $ 323.77
    *EN 09/09 7, 20:48 UP 008107 UP 008297 UP 007106
     CM 05 05/00 20:48 CLAIMED: 901-Y 926-Y 7W -01.15
     CM ./09/00 20:48 FRA DATA ENG CATOV 06 MX283 09071330 G 027 09080130
                      MX125 09080245
     CM 09/09/00 20:48 FRA DATA ENG DF X G 027 09080130 MX125 09080245 TAXI
                      FROM WOOLDRIDGE
     CM 09/09/00 20:48 TTDD: 1200
    *TK 09/09/00 20:48 SLIP-09/07/00 TIME ON DUTY-12:00 STRTIM-09:58 KOT-1
                      MLS PD NR-000 DC-01 ALW-901 $06,00 WEIGHT-1245000
                      STR MILES-162 $ 198.86 OVERTIME- 02:02 $ 61.22
```

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DIS BUTION-000 PAY CD-174 TRI CREDITS-0 FUND PLUG?-N
                       CONS
                           RUCTIVE ALLOWANCES:
                       TIME: 7W-01:15 $ 37.64
    *TX 09/09/00 20:48 ALW-926 $ 05.00 DOUBLE LOCAL PAY-$--. -- CABOOSE-$--. --
    *CM 09/09/00 20:48 USERID: DTET316
     CY 09/09/00 20:49 TIE-UP ARBITRARIES/ALLOWANCES SUPPORTING COMMENTS:
       COMMENTS: HRS OF SERVICE UP AT WOOLDRIDGE
     DU 09/11/00 13:13 ORG-MX283 DES-MX125 OLF-W SERVICE-2 SLIP#- HE91395
                      SHORT CREW-Y $015, 05
                      TOTAL PAY FOR THIS TRIP: $ 323.77
     EN 09/11/00 13:13 UP 008107 UP 068297 UP 007106
     TK 09/11/00 13:13 SLIP-09/07/00 TIME ON DUTY-12:00 STRTIM-09:58 KDT-1
                      MLS PD NR-000 DC-01 ALW-901 $06.00 WEIGHT-1245000
                      STR MILES-162 $ 198.86 OVERTIME- 02:02 $ 61.22
                      DISTRIBUTION-000 PAY CD-174 TRIP CREDITS-0 FUND PLUG?-N
                      CONSTRUCTIVE ALLOWANCES:
                      TIME: 7W-01:15 $ 37.64
     TX 09/11/00 13:13 ALW-926 $ 05.00 DOUBLE LOCAL PAY-$00.00 CABOOSE-$--.
     CM 09/11/00 13:13 USERID: OCMS032
39/09 SN 09/09/00 13:26 NOTE-09/09 18:25-C PH-573-474-0627 VACANCY STEP-00
                                                             REGMAN-428882388
     WR 09/09/00 18:26 MX125 RE36 COVAT ENG START AT-MX125 09/09 20:30-C
                      CREW REQ: R ACTUAL: R ST-OK
     CM 09/09/00 18:26 WIFE TC..... KAC
     WC 09/09/00 18:27 JOBID: /COVAT /08 ROSTER NO OF POSITION-353101
                      HELD AWAY TIME- 25:45
     TU 09/10/09 02:11 RLS-09/10 02:15-C TAT-09/10 01:25-C
                      TIEUP AT-MX283 AFHT-MX283 RE36
                      DH-N REST-B XREST-00000 RET- SHRT-N
                      T/U MLS-0154 CC MLS-00632
     CM 09/10/06 02:11 RLV- 09/10 02:15-C
     CM 09/10/00 02:11 INITIAL TERMINAL DEPARTURE TIME - 09/09 21:45
     CM 09/10/00 02:11 SYSTEM MSG: JOB TIE-UP REPORTED THRU =TE.
     CM 09/10/00 02:11 HIGHEST GENERAL ORDER IN SERVICE UNIT: 00000009
     CM 09/10/00 02:11 =TE AFHT MX283 USE EMPLOYEES PGP AFHT NUMBERS
    *DU 09/10/00 02:13 DRG-MX125 DES-MX283 OLF-B SERVICE-2 SLIP#-*** H791928
                      RECEIVED DATE- 09/10/00
                      SHORT CREW-Y $015. 21
                      TOTAL PAY FOR THIS TRIP: $ 211.55
    *EN 09/10/00 02:13 UP 008107 UP 008297 UP 006686 UP 007106
     CM 09/10/00 02:13 CLAIMED: 926-Y H5 -2545
     CM 09/10/00 02:13 FRA DATA ENG COVAT 08 MX125 09092030 MX283 09100215
                      MX283 09100215
     CM 09/10/00 02:13 TTOD: 0545
     CM 09/10/00 02:13 USERID: OTET316 LATA: H791928 TASKID: AF
     CM 09/10/00 02:13 UNDISTURBED REST: OFF
    *TK 09/10/00 02:13 SLIP-09/09/00 TIME ON DUTY-05:45 STRTIM-05:45 KDT-1
                      MLS PD NR-000 DC-01 ALW-926 $05.00 WEIGHT-1660000
                      STR MILES-154 $ 191.34 OVERTIME- 00:00 $ .00
                      DISTRIBUTION-000 PAY CD-183 TRIP CREDITS-0 FUND PLUG?-N
                      CONSTRUCTIVE ALLOWANCES:
                      TIME: H5-??:?? REVIEW
    *TX 09/10/00 02:13 ALW- $ 00.00 DOUBLE LOCAL PAY-$--. -- CABOOSE-$--.--
    *CM 09/10/00 02:13 USERID: OTET316
    CE 09/10/00 02:13 DLD REST TIME- 00/09/10 10:15-C LATA- 00000
                      NEW REST TIME- 00/09/10 10:15-C
     DU 09/12/00 13:18 DRG-MX125 DES-MX283 QLF-B SERVICE-2 SLIP#- HE91395
                      SHORT CREW-Y $015. 21
                      TOTAL PAY FOR THIS TRIF: $ 733.64
    EN 09/12/00 13:18 UP 008107 UP 008297 UP 006686 UP 007106 W 433
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TK 09/12/00 13:18 SLIF 9/09/00 TIME ON DUTY-05:5 STRTIM-05:45 KOT-1 MLS NR-000 OC-01 ALW-926 $05.00 WEIGHT-1660000
                        STR MILES-154 $ 191.34 OVERTIME- 00:00 $ .00
                        DISTRIBUTION-000 PAY CD-183 TRIP CREDITS-0 FUND PLUS?-N
                        CONSTRUCTIVE ALLOWANCES:
                        TIME: H5-25:45 $ 522.09
      TX 09/12/00 13:18 ALW- $ 00.00 DOUBLE LOCAL PAY-$00.00 CABOOSE-$--. --
     CM 09/12/00 13:18 USERID: OCMS032
99/10 NS 09/02/00 20:33 MX125 RE36 DH05 ENG START AT- 09/10 07:00-C CRE: 00 0000 00 DH-N ST-LV VAC-509849327
39/10 SN 09/10/00 18:12 NOTF-09/10 18:12-C PH-816-254-7236 VACANCY STEP-00
     WR 09/10/00 18:12 MX283 RE36 CNABW ENG START AT-MX283 09/10 20:00-C
                     CREW REQ: R ACTUAL: R ST-OK
     CM 09/10/06 18:12 TC...... KAC
     CM 09/10/00 18:12 RECREW REASON: RT
     WC 09/10/00 18:13 JOBID: /CMARW /09 ROSTER NO OF POSITION-353101
     CM 09/11/00 00:01 LIMO SYSTEM CONTROL NUMBER: 0020960.
      TU 09/11/00 05:21 RLS-09/11 05:20-C TAT-09/11 05:00-C
                       TIEUP AT-MX125 AFHT-
                       DH-N REST-B XREST-00000 RET- SHRT-N
                       T/U MLS-0162 CC MLS-00794
     CM 39/11/00 05:21 RLV- 09/11 05:20-C
     CM 39/11/00 05:21 SYSTEM MSG: JOB TIE-UP REPORTED THRU =TE.
     CM 09/11/00 05:21 INIT: AL TERMINAL DEPARTURE TIME - 09/10 23:30
     CM 09/11/00 05:21 HIGHEST GENERAL ORDER IN SERVICE UNIT: 00000009
     DU 09/11/00 05:23 ORG-MX283 DES-MX125 QLF-W SERVICE-2 SLIF#-*** HOPL 119
                       RECEIVED DATE- 09/11/00
                       SHORT CREW-Y $015. 05
                       TOTAL PAY FOR THIS TRIP: $ 262.72
     EN 09/11/00 05:23 UP 006802 UP 008276 SP 000275
     CM 09/11/00 05:23 CLAIMED: 902-Y 926-Y 12 -0215
     CM 09/11/00 05:23 FRA DATA ENG CNABW 09 MX283 09102000 MX125 09110520
                       MX125 09110520
     CM 09/11/00 05:23 TTDD: 0920
     CM 09/11/00 05:23 USERID: DTET316 LATA: H091419 TASKID: AF
     CM 09/11/00 05:23 UNDISTURBED REST: OFF
     TK 09/11/00 05:23 SLIP-09/10/00 TIME ON DUTY-09:20 STRTIM-09:20 KOT-1
                       MLS FD NR-000 OC-01 ALW-902 $12.00 WEIGHT-1245000
                       STR MILES-162 $ 198.86 OVERTIME- 00:00 $ .00
                       DISTRIBUTION-000 PAY CD-174 TRIP CREDITS-0 FUND PLUG?-N
                       CONSTRUCTIVE ALLOWANCES:
                       TIME: 12-02:15 $ 31.81
     TX 09/11/00 05:23 ALW-926 $ 05.00 DOUBLE LOCAL PAY-$--. -- CABOOSE-$--. --
     CM 09/11/00 05:23 USERID: DTET316
     CE 09/11/00 05:23 OLD REST TIME- 00/09/11 13:20-C
                                                                   LATA- 00000
                       NEW REST TIME- 00/09/11 13:20-C
:9/12 SN 09/12/00 06:37 NOTF-09/12 06:36-C PH-573-474-0627 VACANCY STEP-00
                                                               REGMAN-428882388
     WR 09/12/00 06:37 MX125 RE36 IDULA ENG START AT-MX125 09/12 08:30-C
                       CREW RED: R ACTUAL: R ST-OK
     CM 69/12/00 06:37 TC.....CDH
     WC 09/12/00 06:38 JOBID: /IDULA /12 ROSTER NO OF POSITION-353101
                       HELD AWAY TIME- 11:10
     TU 09/12/00 20:14 RLS-09/12 20:20-C TAT-09/12 19:25-C
                       TIEUP AT-MX283 AFHT-MX283 RE36
                       DH-N REST-B XREST-00000 RET- SHRT-N
                       T/U MLS-0154 CC MLS-00948
     CM 09/12/00 20:14 RLV- 09/12 20:20-C
     CM 09/12/00 20:14 INITIAL TERMINAL DEPARTURE TIME - 09/12 10:00
                                                                 W +34
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CM 09/12/00 20:14 SYSTEM MSG: JOB TIE-UP REPORTED THRU =TE.
CM 09/12/00 20:14 HIGHET GENERAL ORDER IN SERVICE UNIT: 60000003
     CM 09/12/00 20:14 =TE AFHT MX283 USE EMPLOYEES PGP AFHT NUMBERS
     *DU 09/12/00 20:16 ORG-MX125 DES-MX283 OLF-B SERVICE-2 SLIF#-*** H626634
                       RECEIVED DATE- 09/12/00
                       SHORT CREW-Y $015, 05
                       TOTAL PAY FOR THIS TRIP: $ 280.09
    *EN 09/12/00 20:16 UP 004441 UP 006120 CEFX000130
     CM 09/12/00 20:16 CLAIMED: 926-Y H5 -1110
     CM 09/12/00 20:16 FRA DATA ENG IDULA 12 MX125 09120830 MX283 09122020
                       MX283 07122020
     CM 09/12/00 20:16 TTOD: 1150
     CM 09/12/00 20:16 USERID: DTET316 LATA: HG26634 TASKID: AF
     CM 09/12/00 20:16 UNDISTURBED REST: OFF
    *TK 09/12/00 20:16 SLIP-09/12/00 TIME ON DUTY-11:50 STRTIM-09:29 KDT-1
                       MLS PD NR-000 OC-01 ALW-926 $05.00 WEIGHT-1213000
                       STR MILES-154 $ 189, 29 OVERTIME- 02:21 $ 70,75
                      DISTRIBUTION-000 PAY CD-174 TRIP CREDITS-0 FUND PLUG?-N
                       CONSTRUCTIVE ALLOWANCES:
                       TIME: HS-??:?? REVIEW
    *TX 09/12/00 20:16 ALW- $ 00.00 DOUBLE LOCAL PAY-$--. -- CABGOSE-$--. --
    *CM 09/12/00 20:16 USERID: GTET316
     CE 09/12/00 20:16 OLD REST TIME- 00/09/13 04:20-C LATA- 00000
                       NEW REST TIME- 00/09/13 04:20-C
     CY 09/12/00 20:17 TIE-UP ARBITRARIES/ALLOWANCES SUPPORTING COMMENTS:
     COMMENTS: TIED UP TRK 308 NEFF YD
     DU 09/14/00 07:50 ORG-MX125 DES-MX283 OLF-B SERVICE-2 SLIP#- HF91395
                       SHORT CREW-Y $015. 05
                       TOTAL PAY FOR THIS TRIP: $ 504.24
     EN 69/14/00 07:50 UP 004441 UP 006120 CEFX000130
     TK 09/14/00 07:50 SLIP-09/12/00 TIME ON DUTY-11:50 STRTIM-09:29 KOT-1
                       MLS PD NR-000 DC-01 ALW-926 $05.00 WEIGHT-1213000
                       STR MILES-154 $ 189.29 OVERTIME- 02:21 $ 70.75
                       DISTRIBUTION-600 PAY CD-174 TRIP CREDITS-0 FUND PLUG?-N
                       CONSTRUCTIVE ALLOWANCES:
                       TIME: H5-11:10 $ 224.15
     TX 09/14/00 07:50 ALW- $ 00.00 DOUBLE LOCAL PAY-$00.00 CABOOSE-$--. --
     CM 09/14/00 07:50 USERID: OCMS032
99/13 SN 09/13/00 11:31 NOTF-09/13 11:29-C PH-816-254-7236 VACANCY STEP-00
                                                              REGMAN-428882388
     WC 69/13/00 11:32 JOBID: /ZSEME /10 ROSTER NO OF POSITION-353101
     CM 09/13/00 14:05 SWAPPED
     SA 09/13/00 14:05 MX283 RE36 ZSEME ENG STARTS AT: 09/13 13:15-C
                       NOTF-09/13 14:05-C PH-816-254-7236
                                       DH-N ST-DK STARTS:
     CM 09/13/00 14:06 ANNULMENT CODE: TC REASON: TO DH
99/13 SN 09/13/00 14:06 NOTF-09/13 14:06-C PH-816-254-7236 VACANCY STEP-00
                                                              REGMAN-428882388
     WR 09/13/00 14:06 MX283 RE36 DH61 ENG START AT-MX283 09/13 13:15-C
                       CREW RED: R ACTUAL: R ST-OK
     CM 69/13/60 14:06 SWAPPED TO DH
     CM 09/13/00 14:06 DH TYPE: SEPARATE AND APART DH METHOD: TAXI
                       DH REASON: DA
     WC 09/13/00 14:07 JOBID: /DH61 /13 ROSTER NO OF POSITION-353101
     TU 09/13/00 19:00 RLS-09/13 19:00-C TAT-09/13 18:50-C
                       TIEUP AT-MX125 AFHT-
                       DH-N REST-8 XREST-00000 RET- SHRT-N
                       T/U MLS-0130 CC MLS-01078
     CM 09/13/00 19:00 RLV- 09/13 19:00-C
     CM 09/13/00 19:00 SYSTEM MSG: JOB TIE-UP REPORTED THRU =TE. 41-155
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CM 09/13/00 19:00 INITEL TERMINAL DEPARTURE TIME 09/13 15:35
CM 09/13/00 19:00 HIGHER THE GENERAL ORDER IN SERVICE UNIT: 00000003
     *DU 09/13/00 19:04 DRG-MX283 DES-MX125 OLF-D SERVICE-2 SLIP#-*** H440415
                        RECEIVED DATE- 09/13/00
                        TOTAL PAY FOR THIS TRIP: $ 168.32
      CM 09/13/00 19:04 CLAIMED: 902-Y D4 -0800
      CM 69/13/00 19:04 FRA DATA ENG DT X MX283 69131315 MX125 69131900 AMTRAK
      CM 09/13/00 19:04 TTOD: 0000
     *TK 09/13/00 19:04 SLIP-09/13/00 TIME ON DUTY-05:45 STRTIM-05:45 KOT-0
                        MLS FD NR-000 DC-01 ALW-902 $12.00 WEIGHT-0001000
                        STR MILES-000 $ .00 OVERTIME- 00:00 $ .00
                        DISTRIBUTION-000 PAY CD-151 TRIP CREDITS-0 FUND FLUG?-N
                        CONSTRUCTIVE ALLOWANCES:
                        TIME: D4-08:00 $ 156.32
    *TX 69/13/00 19:04 ALW- $ 00.00 DOUBLE LOCAL PAY-$--. -- CABOOSE-$--.
     *CM 09/13/00 19:04 USERID: OTET316
     DU 09/15/00 10:41 DRG-MX283 DES-MX125 QLF-D SERVICE-2 SLIP#-
                        TOTAL PAY FOR THIS TRIP: $ 168.32
     TK 09/15/00 10:41 SLIP-09/13/00 TIME ON DUTY-05:45 STRTIM-05:45 KOT-0
                        MLS PD NR-000 DC-01 ALW-902 $12,00 WEIGHT-0001000
                        STR MILES-000 $ .00 OVERTIME- 00:00 $ .00
                        DISTRIBUTION-000 PAY CD-151 TRIP CREDITS-0 FUND PLUG?-N
                        CONSTRUCTIVE ALLOWANCES:
                        TIME: D4-08:00 $ 156.32
     TX 69/15/00 10:41 ALW- $ 00.00 DOUBLE LOCAL PAY-$00.00 CABOOSE-$--.
     CM 09/15/00 10:41 USERID: OCM 1032
99/15 SN 09/15/00 04:29 NOTF-09/15 04:28-C PH-573-474-0627 VACANCY STEP-00
                                                                REGMAN-428882388
     WR 09/15/00 04:29 MX125 RE36 MASKS ENG START AT-MX125 09/15 06:30-C
                        CREW REQ: R ACTUAL: R ST-OK
     CM 09/15/00 04:29 TC..
     WC 09/15/00 04:30 JOBID: /MASKS /15
                                               ROSTER NO OF POSITION-353101
                        HELD AWAY TIME- 19:30
     TU 09/15/00 16:59 RLS-09/15 17:00-C TAT-09/15 12:35-C
                        TIEUP AT-MX283 AFHT-MX283 RE36
                        DH-N REST-8 XREST-00000 RET- SHRT-N
                        T/U MLS-0162 CC MLS-01240
     CM 09/15/00 16:59 RLV- 09/15 17:00-C
     CM 69/15/00 16:59 INITIAL TERMINAL DEPARTURE TIME - 69/15 67:55
     CM 09/15/00 16:59 SYSTEM MSG: JOB TIE-UP REPORTED THRU =TE.
     CM 69/15/00 16:59 HIGHEST GENERAL DRDER IN SERVICE UNIT: 00000003
     CM 09/15/00 16:59 =TE AFHT MXR83 USE EMPLOYEES PGP AFHT NUMBERS
    *DU 09/15/00 17:02 DRG-MX125 DES-MX283 QLF-J SERVICE-2 SLIP#-*** H991959
                       RECEIVED DATE- 09/15/00
                       SHORT CREW-Y $015. 05
                       TOTAL PAY FOR THIS TRIP: $ 259.67
    *EN 09/15/00 17:02 UP 005697 UP 006283 BN 007205
    CM 09/15/00 17:02 CLAIMED: 926-Y H5 -1930 F3 -0253
*TK 09/15/00 17:02 SLIP-09/15/00 TIME ON DUTY-10:30 STRTIM-09:58 KOT-1
                       MLS PD NR-000 DC-01 ALW-926 $05.00 WEIGHT-1097000
                       STR MILES-162 $ 198.86 OVERTIME- 00:32 REVIEW
                       DISTRIBUTION-000 PAY CD-171 TRIP CREDITS-0 FUND PLUG?-N
                       CONSTRUCTIVE ALLOWANCES:
                       TIME: H5-??:?? REVIEW F3-02:53 $
    *TX 09/15/00 17:02 ALW- $ 00.00 DOUBLE LOCAL PAY-$--. -- CABOOSE-$--. --
    *CM 09/15/00 17:02 USERID: DTET316
    CM 09/15/00 17:03 FRA DATA ENG MASKS 15 MX125 09150630 MX283 09151700
                       MX283 09151700
    CM 09/15/00 17:03 TTOD: 1030
CM 09/15/00 17:03 USERID: DTET316 LATA: H991959 TASKID: AF W-136
    CM 69/15/00 17:03 TTOD: 1030
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CM 09/15/00 17:08 UND URBED REST: DFF
     CY 09/15/00 17:03 TIE-6P ARBITRARIES/ALLOWANCES SO PORTING COMMENTS:
       COMMENTS: YARDED TRAIN 18TH. ST. YD.
     CE 09/15/00 17:03 OLD REST TIME- 00/09/16 01:00-C
                                                                 LATA- 00000
                       NEW REST TIME- 00/09/16 01:00-C
     DU 09/19/00 08:51 ORG-MX125 DES-MX283 OLF-J SERVICE-2 SLIP#- HE91395
                       SHORT CREW-Y $015. 05
                       TOTAL PAY FOR THIS TRIP: $ 667.15
     EN 09/19/00 08:51 UP 005497 UP 006283 BN 007205
     TK 09/19/00 08:51 SLIP-09/15/00 TIME ON DUTY-10:30 STRTIM-09:58 KDT-1
                       MLS PD NR-000 OC-01 ALN-926 $05.00 WEIGHT-1097000
                       STR MILES-162 $ 198.86 OVERTIME- 00:32 $ 16.06
                       DISTRIBUTION-000 PAY CD-171 TRIP CREDITS-0 FUND PLUG?-N
                       CONSTRUCTIVE ALLOWANCES:
                       TIME: H5-19:30 $ 391.42
     TX 09/19/00 08:51 ALW- $ 00.00 DOUBLE LOCAL PAY-$00.00 CABOOSE-$--.-
     CM 09/19/00 08:51 USERID: OCMS032
     LN 09/19/00 08:51 SERV-2 TRIPS-0 ALW- $00.00 DISTB-000 PAY CODE-171
                       CONSTRUCTIVE ALLOWANCES:
                       TIME: F0-02:53 $ 40.76
39/16 CA 09/16/00 00:02 STARTS-00
                                                                        E000000
                       CCMILS-0000 RDMILS-0000 MILSPD-0000 MILSMO-0000
39/16 SN 09/15/00 23:00 NOTF-09/15 22:59-C PH-816-254-7236 VACANCY STEP-00
                                                              REGMAN-428882388
     WR 09/15/00 23:00 MX283 RE36 ZSEME ENG START AT-MX283 09/16 01:00-C
                       CREW REQ: R ACTUAL: R ST-OK
     CM 09/15/00 23:00 TC...... KAC
     WC 09/15/00 23:01 JOBID: /ZSEME /12 ROSTER NO OF POSITION-353101
     TU 69/16/60 11:11 RLS-09/16 11:10-C TAT-09/16 10:05-C
                       TIEUP AT-MX125 AFHT-
                       DH-N REST-8 XREST-00000 RET- SHRT-N
                       T/U MLS-0162 CC MLS-00162
     CM 09/16/00 11:11 RLV- 09/16 11:10-C
     CM 09/16/00 11:11 SYSTEM MSG: JOB TIE-UP REPORTED THRU =TE.
     CM 09/16/00 11:11 INITIAL TERMINAL DEPARTURE TIME - 09/16 03:20
     CM 09/16/00 11:11 HIGHEST GENERAL ORDER IN SERVICE UNIT: 00000003
     DU 09/16/00 11:12 ORG-MX283 DES-MX125 OLF-W SERVICE-2 SLIF#-*** H150151
                       RECEIVED DATE- 09/16/00
                       SHORT CREW-Y $015. 05
                       TOTAL PAY FOR THIS TRIP: $ 240.23
     EN 09/16/00 11:12 UP 006551 UP 003705 UP 004807
     CM 09/16/00 11:12 CLAIMED: 901-Y 926-Y I2 -0105
TK 09/16/00 11:12 SLIP-09/16/00 TIME ON DUTY-10:10 STRTIM-09:58 KOT-1
                       MLS PD NR-000 OC-01 ALW-901 $06,00 WEIGHT-1215000
                       STR MILES-162 $ 198.86 OVERTIME- 00:12 REVIEW
                       DISTRIBUTION-000 FAY CD-174 TRIP CREDITS-0 FUND PLUG?-N
                       CONSTRUCTIVE ALLOWANCES:
                       TIME: 12-01:05 $ 15.32
     TX 09/16/00 11:12 ALW-926 $ 05.00 DOUBLE LOCAL PAY-$--. -- CABOOSE-$--. --
     CM 09/16/00 11:12 USERID: OTET316
     CM 09/16/00 11:13 FRA DATA ENG ZSEME 12 MX283 09150100 MX125 09161110
                       MX125 09161110
     CM 69/16/00 11:13 TTOD: 1010
     CM 09/16/00 11:13 USERID: OTET316 LATA: H:50151 TASKID: AF
     CM 09/16/00 11:13 UNDISTURBED REST: OFF
     CE 09/16/00 11:13 OLD REST TIME- 00/09/16 19:10-C
                                                                 LATA- 00000
                       NEW REST TIME- 00/09/16 19:10-C
99/16 UN 09/16/00 17:55 MX125 RE36 CWLCA ENG STARTS AT: MX125 09/16 19:45-C
                       NOTF-09/16 17:55-C PH-573-474-0627 VACANCY STEP-04
        RJ
                       ASGN-MX125 RE36 DH-N
                                                               REGMAN-488487762
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CM 09/16/00 17:55
09/17 SN 09/16/00 23:24 NOTE 09/16 23:21-C PH-573-474-0 7 VACANCY STEP-00
     WR 09/16/00 23:24 MX125 RES6 IDUGA ENG START AT-MX125 09/17 01:20-C
                      CREW RED: R ACTUAL: R ST-OK
     CM 69/16/00 23:24 TC......CDH
     WC 09/16/00 23:25 JOBID: /IDUDA /16 ROSTER NO OF POSITION-353101
     TU 09/17/00 07:47 RLS-09/17 07:45-C TAT-09/17 06:30-C
                       TIEUP AT-MX283 AFHT-MX283 RE36
                      DH-N REST-8 XREST-00000 RET- SHRT-N
                      T/U MLS-0154 CC MLS-00316
     CM 09/17/00 07:47 RLV- 09/17 07:45-G
     CM 09/17/00 07:47 INITIAL TERMINAL DEPARTURE TIME - 09/17 01:50
     CM 09/17/00 07:47 SYSTEM MSG: JOB TIE-UP REPORTED THRU =TE.
     CM 09/17/00 07:47 HIGHEST GENERAL ORDER IN SERVICE UNIT: 00000003
     CM 69/17/00 67:47 =TE AFHT MX283 USE EMPLOYEES PGP AFHT NUMBERS
     DU 09/17/00 07:48 DRG-MX125 DES-MX283 QLF-B SERVICE-2 SLIF#-*** HX23803
                      RECEIVED DATE- 09/17/00
                      SHORT CREW-Y $015. 14
                      TOTAL PAY FOR THIS TRIP: $ 210.57
     EN 09/17/00 07:48 UP 003613 UP 004912 UP 005686 UP 009557
     CM 09/17/00 07:48 CLAIMED: 926-Y
     TK 09/17/00 07:48 SLIP-09/17/00 TIME ON DUTY-06:25 STRTIM-06:25 KDT-1
                      MLS PD NR-000 OC-01 ALW-926 $05.00 WEIGHT-1486000:
                      STR MILES-154 $ 190.43 DVERTIME- 00:00 $ .00
                      DISTRIBUTION-000 PAY CD-179 TRIP CREDITS-0 FUND PLUG?-N
     TX 09/17/00 07:48 ALW- $ 00.00 DOUBLE LOCAL PAY-$--. -- CABOOSE-$--.-
     CM 09/17/00 07:48 USERID: OTET316
     CM 09/17/00 07:49 FRA DATA ENG IDUDA 16 MX125 09170120 MX283 09170745
                      MX283 09170745
     CM 09/17/00 07:49 TTOD: 0625
     CM 69/17/00 07:49 USERID: DTET316 LATA: HX23803 TASKID: AF
     CM 09/17/00 07:49 UNDISTURBED REST: OFF
     CE 09/17/00 07:49 OLD REST TIME- 00/09/17 15:45-C
                                                         LATA- 00000
                      NEW REST TIME- 00/09/17 15:45-C
39/17 UN 09/17/00 19:44 MX283 RE36 CATPA ENG STARTS AT: 09/17 21:45-C
      NA
                      NOTF-09/17 19:43-C PH-B16-254-7236 VACANCY STEP-00
                                      DH-N
                                                            REGMAN-428882388
     UN 09/17/00 19:44 MX283 RE36 CATPA ENG STARTS AT:
                                                           09/17 21:45-C
        ML
                      NOTE-09/17 19:44-C PH-573-443-9266 VACANCY STEP-00
                                                           REGMAN-428882388
     CM 69/17/60 19:44 NO ANSWER.....KAC
     CM 09/17/00 19:44 PAGED......KAC
     SN 09/17/00 19:48 NOTF-09/17 19:48-C PH-816-254-7236 VACANCY STEP-00
                                                            REGMAN-428882388
     WR 69/17/00 19:48 MX233 RE36 CATPA ENG START AT-MX283 09/17 21:45-C
                      CREW RED: R ACTUAL: R ST-OK
     CM 09/17/00 19:48 CITC.....KAC
     WC 09/17/00 19:49 JOBID: /CATPA /16 ROSTER NO OF POSITION-353101
     TU 09/18/00 04:51 RLS-09/18 04:50-C TAT-09/18 03:55-C
                      TIEUP AT-MX125 AFHT-
                      DH-N REST-8 XREST-00000 RET- SHRT-N
                      T/U MLS-0162 CC MLS-00478
     CM 09/18/00 04:51 RLV- 09/18 04:50-C
     CM 09/18/00 04:51 SYSTEM MSG: JOB TIE-UP REPORTED THRU =TE.
    CM 09/18/00 04:51 INITIAL TERMINAL DEPARTURE TIME - 09/17 22:33
    CM 09/18/00 04:51 HIGHEST GENERAL ORDER IN SERVICE UNIT: 00000003
    *DU 09/18/00 04:56 ORG-MX283 DES-MX125 QLF-W SERVICE-2 SLIP#-*** H440415
                     RECEIVED DATE- 09/18/00
                      SHORT CREW-Y $015. 05
                                                         W-138
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*EN 69/18/00 04:56 UP 906472 SP 909181 UP 90662
     CM 09/18/00 04:56 CLAIMED: 902-Y 926-Y
    *TK 09/18/00 04:56 SLIP-09/17/00 TIME ON DUTY-07:05 STRTIM-07:05 KOT-1
                      MLS PD NR-000 DC-01 ALW-902 $12.00 WEIGHT-1245000
                       STR MILES-162 $ 198.86 OVERTIME- 00:00 $ .00
                       DISTRIBUTION-000 PAY CD-174 TRIP CREDITS-0 FUND PLUGT-N
    *TX 09/18/00 04:56 ALW-926 $ 05.00 DOUBLE LOCAL PAY-$--. -- CABOOSE-$--.--
    *CM 09/18/00 04:56 USERID: DTET316
     CM 09/18/00 04:57 FRA DATA ENG CATEA 16 MX283 09172145 MX125 09180455
                      MX125 09180455
     CM 09/18/00 04:57 TTOD: 0710
     CM 09/18/00 04:57 USERID: DTET316 LATA: H440415 TASKID: AF
     CM 09/18/00 04:57 UNDISTURBED REST: OFF
     CY 09/18/00 04:57 TIE-UP ARBITRARIES/ALLOWANCES SUPPORTING COMMENTS:
       COMMENTS: WE DEPARTED THE YARD OFFICE AT 2225 NEFF
     CE 09/18/00 04:57 OLD REST TIME- 00/09/18 12:50-C
                                                            LATA- 00000
                      NEW REST TIME- 00/09/18 12:55-C
      YARD AT 2233 ROCK CREEK AT 2240 . RAN AROUND ENGR. 6
       . W. THOMAS
     DU 09/21/00 10:58 DRG-MX283 DES-MX125 DLF-W SERVICE-2 SLIP#- HE91395
                       SHORT CREW-Y $015. 05
                       TOTAL PAY FOR THIS TRIP: $ 230.91
     EN 09/21/00 10:58 UP 006472 SP 000181 UP 006625
     TK 09/21/00 10:58 SLIP-09/17/00 TIME ON DUTY-07:05 STRTIM-07:05 KDT-1
                      MLS PD NR-000 DC-01 ALW-902 $12.00 WEIGHT-1245000
                       STR MILES-162 $ 198.86 OVERTIME- 00:00 $ .00
                       DISTRIBUTION-000 PAY CD-174 TRIP CREDITS-0 FUND PLUG?-N
     TX 09/21/00 10:58 ALW-926 $ 05.00 DOUBLE LOCAL PAY-$00.00 CABOOSE-$--.-
     CM 09/21/00 10:58 USERID: OCMS032
39/19 CN 09/19/00 20:21 *** CLAIM ADDED TO INDEX AL
     CN 09/19/00 20:21 CLAIM # 00880496 CLAIM DATE 09/19/00 SLIP # 166
     CN 09/19/00 20:21 AMOUNT CLAIMED
                                                         POSITION ENG 111800
     CN 69/19/00 20:21 LEAD CLAIMANT DR SNYDER TRAIN/JOB 2CGPJR18
     CN 09/19/00 20:21 I FAILED TO CLAIM H. A. H. T. FOR THIS TRIP 15HRS AND
     CN 69/19/00 20:21 05MIN . I TIED UP IN JEFF. CITY ON 09/18/00 AT
     CN 09/19/00 20:21 0450 HRS. DN CATPA 16 WITH CONDR. D. R. HILL
     CM 09/22/00 11:57 *** CLAIM PROCESSED BY OCMS032
39/19 SN 09/19/00 10:00 NOTF-09/19 09:59-C PH-573-474-0627 VACANCY STEP-00
                                                             REGMAN-428882388
     WR 09/19/00 10:00 MX125 RE36 CGPJR ENG START AT-MX125 09/19 12:00-C
                      CREW RED: R ACTUAL: R ST-OK
     CM 09/19/00 10:00 JOB DESCRIPTION: =BM
     WC 09/19/00 10:01 JOBID: 2/CGPJR /18
                                            ROSTER NO OF POSITION-353101
                      HELD AWAY TIME- 15:10
     TU 09/19/00 20:07 RLS-09/19 20:10-C TAT-09/19 17:35-C
                       TIEUP AT-MX283 AFHT-MX283 RE36
                      DH-N REST-B XREST-00000 RET- SHRT-N
                      T/U MLS-0154 CC MLS-00632
     CM 09/19/00 20:07 RLV- 09/19 20:10-C
     CM 09/19/00 20:07 UNDISTURBED REST: 1000 HRS
     CM 09/19/00 20:07 INITIAL TERMINAL DEPARTURE TIME - 09/19 12:30
     CM 09/19/00 20:07 SYSTEM MSG: JOB TIE-UP REPORTED THRU =TE.
     CM 09/19/00 20:07 HIGHEST GENERAL ORDER IN SERVICE UNIT: 00000009
     CM 09/19/00 20:07 =TE AFHT MX283 USE EMPLOYEES PGP AFHT NUMBERS
    *DU 09/19/00 20:09 ORG-MX125 DES-MX283 QLF-B SERVICE-2 SLIP#-*** H991928
                      RECEIVED DATE- 09/19/00
                      TOTAL PAY FOR THIS TRIP: $ 269.34 W-135
    *EN 09/19/00 20:09 UP 007270 UP 006821 UP 008292
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CM 09/19/00 20:09 CLAIMED: 926-Y CM 09/19/00 20:09 FRA DATA ENG 2CGFJR 18 MX125 09191200 MX283 09192010 MX283 09192010 CM 09/19/00 20:09 TTOD: 0810 CM 09/19/00 20:09 USERID: OTET316 LATA: H991928 TASKID: AF CM 09/19/00 20:09 UNDISTURBED REST: ON *TK 09/19/00 20:09 SLIP-09/19/00 TIME ON DUTY-08:10 STRTIM-08:10 KGT-1 MLS PD NR-000 DC-01 ALW-926 \$05.00 WEIGHT-1245000 STR MILES-154 \$ 189.29 OVERTIME- 00:00 \$.00 DISTRIBUTION-000 BAY CD-174 TRIP CREDITS-0 FUND PLUG?-N *TX 09/19/00 20:09 ALW- \$ 00.00 DOUBLE LOCAL PAY-\$--. -- CABOOSE-\$--. --*CM 09/19/00 20:09 USERID: DTET316 CE 09/19/00 20:09 OLD REST TIME- 00/09/20 06:10-C LATA- 99999 NEW REST TIME- 00/09/20 06:10-C CY 09/19/00 20:10 TIE-UP ARBITRARIES/ALLOWANCES SUPPORTING COMMENTS: COMMENTS: NEFF YD. DU 09/22/00 11:50 ORG-MX125 DES-MX283 OLF-B SERVICE-2 SLIF#- HE91395 SHORT CREW-Y \$015. 05 TOTAL PAY FOR THIS TRIF: \$ 513.78 EN 09/22/00 11:50 UP 007270 UP 006821 UP 008292 TK 09/22/00 11:50 SLIP-09/19/00 TIME ON DUTY-08:10 STRTIM-08:10 KOT-1 MLS PD NR-000 DC-01 ALW-926 \$05.00 WEIGHT-1245000: STR MILES-154 \$ 189.29 OVERTIME- 00:00 \$.00 DISTRIBUTION-000 PAY CD-174 TRIP CREDITS-0 FUND PLUG?-N CONSTRUCTIVE ALLOWANCES: TIME: H5-15:10 \$ 304.44 TX 09/22/00 11:50 ALW- \$ 00.00 DOUBLE LOCAL PAY-\$00.00 CABOOSE-\$--. --CM 09/22/00 11:50 USERID: OCMS032 97/20 SN 09/20/00 11:05 NOTF-09/20 11:03-C PH-816-254-7236 VACANCY STEP-00 REGMAN-428882388 WR 09/20/00 11:05 MX283 RE36 MKCAS ENG START AT-MX283 09/20 12:30-C CREW RED: R ACTUAL: R ST-OK WC 09/20/00 11:06 JOBID: /MKCAS /20 ROSTER NO OF POSITION-353101 TU 09/20/00 23:32 RLS-09/20 23:35-C TAT-09/20 23:20-C TIEUP AT-MX125 AFHT-DH-N REST-8 XREST-00000 RET- SHRT-N T/U MLS-0154 CC MLS-00786 CM 09/20/00 23:32 RLV- 09/20 23:35-C CM 09/20/00 23:32 SYSTEM MSG: JOB TIE-UP REPORTED THRU =TE. CM 09/20/00 23:32 INITIAL TERMINAL DEPARTURE TIME - 09/20 16:15 CM 09/20/00 23:32 HIGHEST GENERAL ORDER IN SERVICE UNIT: 00000009 *DU 09/20/00 23:34 DRG-MX283 DES-MX125 QLF-B SERVICE-2 SLIP#-*** H091419 RECEIVED DATE- 09/20/00 SHORT CREW-Y \$015. 05 TOTAL PAY FOR THIS TRIP: \$ 269.51 *EN 09/20/06 23:34 NS 008914 NS 005205 CM 09/20/00 23:34 CLAIMED: 902-Y 926-Y 12 -0230 CM 09/20/00 23:34 FRA DATA ENG MKCAS 20 MX283 09201230 MX125 09202335 MX125 09202335 CM 09/20/00 23:34 TTDD: 1105 CM 09/20/00 23:34 USERID: OTET316 LATA: H091419 TASKID: AF CM 09/20/00 23:34 UNDISTURBED REST: OFF *TK 09/20/00 23:34 SLIP-09/20/00 TIME ON DUTY-11:05 STRTIM-09:29 KOT-1 MLS FD NR-000 DC-01 ALW-902 \$12.00 WEIGHT-0672726 STR MILES-154 \$ 189.29 OVERTIME- 01:36 \$ 48.17 DISTRIBUTION-000 FAY CD-163 TRIP CREDITS-0 FUND PLUG?-N CONSTRUCTIVE ALLOWANCES: TIME: 12-02:30 REVIEW *TX 09/20/00 23:34 ALW-926 \$ 05.00 DOUBLE LOCAL PAY-\$--. -CABOOSE-\$ *CM 09/20/00 23:34 USERID: OTET316 W-140

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CE 09/20/00 23:34 OLD REST TIME- 00/09/21 07:35-C
                                                              LATA- 00000
                      NEW REST TIME- 00/09/21 07:35-C
     CY 69/20/00 23:35 TIE-UP ARBITRARIES/ALLOWANCES SUPPORTING COMMENTS:
       COMMENTS: SEDALIA ROUTE
     DU 09/25/00 08:32 DRG-MX283 DES-MX125 QLF-B SERVICE-2 SLIP#-XX HE91395
                      RECEIVED DATE- 09/25/00
                       SHORT CREW-Y $015, 05
                      TOTAL PAY FOR THIS TRIP: $ 269.51
     EN 09/25/00 08:32 NS 008914 NS 005205
     TK 09/25/00 08:32 SLIP-09/20/00 TIME ON DUTY-11:05 STRTIM-09:29 KOT-1
                      MLS PD NR-000 DC-01 ALW-902 $12,00 WEIGHT-0672726
                      STR MILES-154 $ 189.29 OVERTIME- 01:36 $ 48.17
                      DISTRIBUTION-000 PAY CD-163 TRIP CREDITS-0 FUND PLUG?-N
     TX 09/25/00 08:32 ALW-926 $ 05.00 DOUBLE LOCAL PAY-$00.00 CABOOSE-$--.--
     CM 09/25/00 08:32 USERID: OCMS032
     DK 09/25/00 08:33 DECLINATION NUMBER- AL 0920-004 SLIP DATE-09/20/00
                      CHAIRMAN ID- 40101
                      DECLINED: 12- 02:30 REASON CODE-10
39/22 SN 09/22/00 06:52 NOTF-09/22 06:51-C PH-573-474-0627 VACANCY STEP-00
                                                             REGMAN-428882388
     WR 09/22/00 06:52 MX125 RE36 IDULA ENG START AT-MX125 09/22 09:00-C
                      CREW REQ: R ACTUAL: R ST-OK
     CM 09/22/00 06:52 TC......DD
     CM 09/22/00 06:52 JOB DESCRIPTION: FAMILIAR TRIP
     WC 09/22/00 06:53 JOBID: /IDULA /22 ROSTER NO OF POSITION-353101
                      HELD AWAY TIME- 17:25
     TU 09/22/00 16:12 RLS-09/22 16:15-C TAT-09/22 14:30-C
                      TIEUP AT-MX283 AFHT-MX283 RE36
                      DH-N REST-8 XREST-00000 RET- SHRT-N
                      T/U MLS-0162 CC MLS-00948
     CM 69/22/60 16:12 RLV- 69/22 16:15-C
     CM 09/22/00 16:12 INITIAL TERMINAL DEPARTURE TIME - 09/22 09:20
     CM 09/22/00 16:12 SYSTEM MSG: JOB TIE-UP REPORTED THRU =TE.
     CM 09/22/00 16:12 HIGHEST GENERAL DRDER IN SERVICE UNIT: 00000009
     CM 09/22/00 16:12 =TE AFHT MX283 USE EMPLOYEES PGF AFHT NUMBERS
    *DU 09/22/00 16:14 DRG-MX125 DES-MX283 QLF-J SERVICE-2 SLIF#-*** HX91137
                      RECEIVED DATE- 09/22/00
                      SHORT CREW-Y $015, 17
                      TOTAL PAY FOR THIS TRIP: $ 231.46
    *EN 09/22/00 16:14 SP 008265 HLCX006072 UP 009171 UP 009723
     CM 09/22/00 16:14 CLAIMED: 926-Y HS -1725 F3 -0045
     CM 09/22/00 16:14 FRA DATA ENG IDULA 22 MX125 09220900 MX283 09221615
                      MX283 09221615
     CM 09/22/00 16:14 TTOD: 0715
     CM 09/22/00 16:14 USERID: OTET316 LATA: HX91137 TASKID: AF
     CM 09/22/00 16:14 UNDISTURBED REST: OFF
    *TK 09/22/00 16:14 SLIP-09/22/00 TIME ON DUTY-07:15 STRTIM-07:15 KDT-1
                      MLS FD NR-000 DC-01 ALW-926 $05.00 WEIGHT-1586000
                      STR MILES-162 $ 200.57 OVERTIME- 90:00 $
                      DISTRIBUTION-000 PAY CD-181 TRIP CREDITS-0 FUND PLUG?-N
                      CONSTRUCTIVE ALLOWANCES:
                      TIME: H5-??:?? REVIEW F3-00:45 $
    *TX 09/22/00 16:14 ALW- $ 00.00 DOUBLE LOCAL PAY-$--. -- CABOOSE-$--.-
    *CM 09/22/00 16:14 USERID: OTET316
     CE 09/22/00 16:14 OLD REST TIME- 00/09/23 00:15-C
                                                                LATA- 00000
                      NEW REST TIME- 00/09/23 00:15-C
     CY 09/22/00 16:15 TIE-UP ARBITRARIES/ALLOWANCES SUPPORTING COMMENTS:
      COMMENTS: YARDED TRAIN ARMOURDALE YD
     DU 99/26/00 09:59 ORG-MX125 DES-MX283 GLF-J SERVICE-2 SLIP#-
                                                                      HE91395
                                                            W-141
                      SHORT CREW-Y $015. 17
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TOTAL PAY FOR THIS TRIP: $ 583.80
     EN 09/26/00 09:59 SP 008265 HLCX006072 UP 009171 UP 009723
     TK 09/26/00 09:59 SLIP-09/22/00 TIME ON DUTY-07:15 STRTIM-07:15 KDT-1
                      MLS PD NR-000 OC-01 ALW-926 $05.00 WEIGHT-1586000
                      STR MILES-162 $ 200.57 OVERTIME- 00:00 $ .00
                      DISTRIBUTION-000 PAY CD-181 TRIP CREDITS-0 FUND PLUG?-N
                      CONSTRUCTIVE ALLOWANCES:
                      TIME: H5-17:25 $ 352.34 F3-00:45 $ 10.72
     TX 09/26/00 09:59 ALW- $ 00.00 DOUBLE LOCAL PAY-$00.00 CABOOSE-$--. --
     CM 09/26/00 09:59 USERID: OCMS032 .
9/23 SN 09/22/00 22:27 NOTF-09/22 22:26-C PH-816-254-7236 VACANCY STEP-00
                                                             REGMAN-428882388
     WR 09/22/00 22:27 MX283 RES6 CCAWL ENG START AT-MXEJ3 09/23 00:15-C
                      CREW RED: R ACTUAL: R ST-OK
     CM 09/22/00 22:27 TC.....KAC
     WC 07/22/00 22:28 JOBID: /CCAWL /21 ROSTER NO OF POSITION-353101
     TU 09/23/00 07:52 RLS-09/23 07:55-C TAT-09/23 07:00-C
                      TIEUP AT-MX125 AFHT-
                      DH-N REST-8 XREST-00000 RET- SHRT-N
                      T/U MLS-0170 CC MLS-01118
     CM 09/23/00 07:52 RLV- 09/23 07:55-C
     CM 09/23/00 07:52 SYSTEM MSG: JOB TIE-UP REPORTED THRU =TE.
     CM 09/23/00 07:52 INITIAL TERMINAL DEPARTURE TIME - 09/23 01:20
     CM 09/23/00 07:52 HIGHEST GENERAL ORDER IN SERVICE UNIT: 00000009
    *DU 09/23/00 07:54 ORG-MX283 DES-MX125 QLF-0 SERVICE-2 SLIP#-**** H791863
                      RECEIVED DATE- 09/23/00
                      SHORT CREW-Y $015. 07
                      TOTAL PAY FOR THIS TRIP: $
    *EN 09/23/00 07:54 UP 008274 UP 007073 UP 007177
     CM 09/23/00 07:54 CLAIMED: 901-Y 926-Y
     CM 69/23/60 67:54 FRA DATA ENG CCAWL 21 MX283 69230015 MX125 69230755
                      MX125 09230755
     CM 09/23/00 07:54 TTOD: 0740
     CM 09/23/00 07:54 USERID: OTET316 LATA: H791863 TASKID: AF
     CM 09/23/00 07:54 UNDISTURBED REST: OFF
    *TK 09/23/00 07:54 SLIP-09/23/00 TIME ON DUTY-07:40 STRTIM-07:40 KDT-1
                      MLS FD NR-000 OC-01 ALW-901 $06.00 WEIGHT-1250000
                      STR MILES-170 $ 208,69 DVERTIME- 00:00 $ .00
                      DISTRIBUTION-000 PAY CD-175 TRIP CREDITS-0 FUND PLUG?-N
    *TX 09/23/00 07:54 ALW-926 $ 05.00 DOUBLE LOCAL FAY-$--. -- CABOOSE-$--.-
    *CM 09/23/00 07:54 USERID: OTET316
     CE 09/23/00 07:54 DLD REST TIME- 00/09/23 15:55-C
                                                                LATA- 00000
                      NEW REST TIME- 00/09/23 15:55-C
     CY!09/23/00 07:55 TIE-UP ARBITRARIES/ALLOWANCES SUPPORTING COMMENTS:
      COMMENTS: TRAIN FROM ARMOURDALE YD.
     DU 09/26/00 10:40 DRG-MX283 DES-MX125 OLF-D SERVICE-2 SLIF#- HE91395
                      SHORT CREW-Y $015. 07
                      TOTAL PAY FOR THIS TRIP: $ 234.76
     EN 09/26/00 10:40 UP 008274 UP 007073 UP 007177
     TK 09/26/00 10:40 SLIP-09/23/00 TIME ON DUTY-07:40 STRTIM-07:40 KDT-1
                      MLS PD NR-000 OC-01 ALW-901 $06.00 WEIGHT-1250000
                      STR MILES-170 $ 208.69 OVERTIME- 00:00 $ .00
                      DISTRIBUTION-000 PAY CD-175 TRIP CREDITS-0 FUND PLUG?-N
     TX 09/26/00 10:40 ALW-926 $ 05.00 DOUBLE LOCAL PAY-$00.00 CABOOSE-$--.-
     CM 09/26/00 10:40 USERID: OCMS032
9/24 UN 09/24/00 19:29 MX125 RE36 ZMNSE ENG STARTS AT:
                                                                09/24 21:30-C
                      NOTF-09/24 19:29-C PH-579-474-0627 VACANCY STEP-00
       ML
                                      DH-N
                                                             REBMAN-428882388
     CM 09/24/00 19:29 MESSAGE LEFT...... KAC
     UN 09/24/00 19:30 MX125 RE36 ZMNSE ENG STARTS AT: LATE 21:30-C
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ML
                      NOTE-09/24 19:30-C PH-573-443-9266 VACANCY STEP-00
                                       DH-N
                                                              REGMAN-428882388
     CM 89/24/69 19:39 FAGED......KAC
     SN 09/24/00 19:34 NDTF-09/24 19:34-C PH-573-474-0627 VACANCY STEP-00
                                                             REGMAN-428882388
     CM 09/24/00 19:34 CITC.....KAC
     WC 09/24/00 19:35 JOBID: /ZMNSE /24 ROSTER NO OF POSITION-353101
                      HELD AWAY TIME- 21:35
     CM 09/24/00 21:20 SWAPPED......KAC
     SA 09/24/00 21:20 MX125 RE36 ZMMSE ENG STARTS AT:
                                                            09/24 21:30-C
                       NOTF-09/24 21:15-C PH-573-474-0627
                                      DH-N ST-OK STARTS:
     CM 07/24/00 21:21 ANNULMENT CODE: DU REASON: SWAPPED
39/24 SN 69/24/00 21:22 NOTF-09/24 21:20-C PH-573-474-0627 VACANCY STEP-00
                                                            REGMAN-428882388
     WR 09/24/00 21:22 MX125 RES6 MASNP ENG START AT-MX125 09/24 21:30-C
                      CREW RED: R ACTUAL: R ST-OK
     CM 09/24/00 21:22 TC.....KAC
     CM 09/24/00 21:22 JOB DESCRIPTION: MASNE / OLD ASN
     WC 09/24/00 21:23 JOBID: /MASNP /24 ROSTER NO OF POSITION-353101
                      HELD AWAY TIME- 21:35
     TU 09/25/00 03:11 RLS-09/25 03:15-C TAT-09/25 02:05-C
                      TIEUP AT-MX283 AFHT-MX283 RE36
                      DH-N REST-8 XREST-00000 RET- SHRT-N
                      T/U MLS-0162 CC MLS-01280
     CM 69/25/60 63:11 RLV- 69/25 63:15-C
     CM 09/25/00 03:11 INITIAL TERMINAL DEPARTURE TIME - 09/24 22:05
     CM 69/25/00 03:11 SYSTEM MSG: JOB TIE-UP REPORTED THRU =TE.
    CM 09/25/00 03:11 HIGHEST GENERAL ORDER IN SERVICE UNIT: 00000009
    CM 69/25/00 03:11 =TE AFHT MX283 USE EMPLOYEES PGP AFHT NUMBERS
    *DU 09/25/00 03:13 DRG-MX125 DES-MX283 OLF-L SERVICE-2 SLIP#-*** H791928
                      RECEIVED DATE- 09/25/00
                      SHORT CREW-Y $015. 05
                      TOTAL PAY FOR THIS TRIP: $ 218.91
    *EN 09/25/00 03:13 UP 005029 UP 009698
    CM 09/25/00 03:13 CLAIMED: 926-Y H5 -2135
    CM 09/25/00 03:13 FRA DATA ENG MASNP 24 MX125 09242130 MX283 09250315
                      MX283 09250315
    CM 09/25/00 03:13 TTOD: 0545
    CM 09/25/00 03:13 USERID: OTET316 LATA: H791928 TASKID: AF
    CM 09/25/00 03:13 UNDISTURBED REST: OFF
   *TK 09/25/00 03:13 SLIP-09/24/00 TIME ON DUTY-05:45 STRTIM-05:45 KDT-1
                      MLS FD NR-000 DC-01 ALW-926 $05.00 WEIGHT-0798000
                      STR MILES-162 $ 198.86 OVERTIME- 00:00 $ .00
                      DISTRIBUTION-000 PAY CD-16, TRIP CREDITS-0 FUND PLUG?-N
                      CONSTRUCTIVE ALLOWANCES:
                      TIME: H5-??:?? REVIEW
   *TX 09/25/60 03:13 ALW- $ 00.00 DOUBLE LOCAL PAY-$--. -- CABOCSE-$--. --
   *CM 09/25/00 03:13 USERID: DTET316
    CE 09/25/00 03:13 DLD REST TIME- 00/09/25 11:15-C
                                                               LATA- 00000
                      NEW REST TIME- 00/09/25 11:15-C
    CY 09/25/00 03:14 TIE-UP ARBITRARIES/ALLOWANCES SUPPORTING COMMENTS:
      COMMENTS: YARDED TRAIN ARMOURDALE YD
    DU 09/27/00 10:37 DRG-MX125 DES-MX283 QLF-L SERVICE-2 SLIP#- HE91395
                      SHORT CREW-Y $015, 05
                      TOTAL PAY FOR THIS TRIP: $ 654.51
    EN 09/27/00 10:37 UP 005029 UP 009698
    TK 09/27/00 10:37 SLIP-09/24/00 TIME ON DUTY-05:45 STRTIM-05:45 KOT-1
                      MLS PD NR-000 DC-01 ALW-926 $05.00 WEIGHT-0798000 6
                      STR MILES-162 $ 198.86 DVERTIME- 00:00 $
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DISTRIBUTION-000 PAY CD-165 TRIP CREDITS-0 FUND PLUG?-N CONSTRUCTIVE ALLOWANCES: TIME: H5-21:35 \$ 433.24 F3-00:10 \$ 2.35 TX 09/27/00 10:37 ALW- \$ 00.00 DOUBLE LOCAL PAY-\$00.00 CABOOSE-\$--.-CM 09/27/00 10:37 USERID: OCMS032 9/26 SN 09/26/00 00:48 NOTE-09/26 00:47-C PH-816-254-7236 VACANCY STEP-00 REGMAN-428882388 WR 69/26/69 69:48 MX283 RE36 QNPAS ENG START AT-MX283 09/26 62:15-0 CREW REQ: R ACTUAL: R ST-OK WC 09/26/00 00:49 JOBID: /QNPAS /25 ROSTER NO OF POSITION-353101 TU 09/26/90 12:40 RLS-09/26 12:45-C TAT-09/26 09:15-C TIEUP AT-MX125 AFHT-DH-N REST-8 XREST-00000 RET- SHRT-N T/U MLS-0162 CC MLS-01442 CM 09/26/00 12:40 SLV- 09/26 12:45-C CM 09/26/00 12:40 SYSTEM MSG: JOB TIE-UP REPORTED THRU =TE. CM 69/26/00 12:40 INITIAL TERMINAL DEPARTURE TIME - 09/26 02:50 CM 09/26/00 12:40 HIGHEST GENERAL ORDER IN SERVICE UNIT: 00000009 *DU 09/26/00 12:46 DRG-MX283 DES-MX125 QLF-W SERVICE-2 SLIP#-*** H150151 RECEIVED DATE- 09/26/00 SHORT CREW-Y \$015. 05 TOTAL PAY FOR THIS TRIP: \$ 266.25 *EN 09/25/00 12:46 UP 003720 SSW 009668 CM 09/26/00 12:46 CLAIMED: 902-Y 926-Y F3 -0230 MX125 09261245 CM 69/26/00 12:45 TTOD: 1030 CM 09/26/00 12:46 USERID: OTET316 LATA: H150151 TASKID: AF CM 09/26/00 12:46 UNDISTURBED REST: OFF *TK 09/26/00 12:46 SLIP-09/26/00 TIME ON DUTY-10:30 STRTIM-09:58 KDT-1 MLS PD NR-000 OC-01 ALW-902 \$12.00 WEIGHT-0677000 STR MILES-162 \$ 198.86 OVERTIME- 00:32 REVIEW DISTRIBUTION-000 PAY CD-163 TRIP CREDITS-0 FUND PLUG?-N CONSTRUCTIVE ALLOWANCES: TIME: F3-02:30 \$ 35.34 *TX 09/26/00 12:46 ALW-926 \$ 05.00 DOUBLE LOCAL PAY-\$--. -- CABOOSE-\$--.-*CM 09/26/00 12:46 USERID: OTET316 CE 09/26/00 12:46 OLD REST TIME- 00/09/26 20:45-C LATA- 00000 NEW REST TIME- 00/09/26 20:45-C CY 09/26/00 12:47 TIE-UP ARBITRARIES/ALLOWANCES SUPPORTING COMMENTS: COMMENTS: RAN AROUND ENGR. A. I. LINDSEY DEPARTED YD. OFF. 0235 ON TRAIN 0245 OUT NEFF YD. 0250 BY ROCK CREEK 02 BOTH CREWS WERE IN NEFF YAR D OFFICE SHOULD HAVE BEEN SWAFFED OFF. DU 09/27/00 13:36 ORG-MX283 DES-MX125 QLF-W SERVICE-2 SLIP#- HE91395 SHORT CREW-Y \$015. 05 TOTAL PAY FOR THIS TRIP: \$ 265.25 EN 09/27/00 13:36 UP 003720 SSW 009668 TK 09/27/00 13:36 SLIP-09/26/00 TIME ON DUTY-10:30 STRTIM-09:58 KDT-1 MLS PD NR-000 DC-01 ALW-902 \$12.00 WEIGHT-0677000 STR MILES-162 \$ 198.86 OVERTIME- 00:00 \$.00 DISTRIBUTION-000 PAY CD-163 TRIP CREDITS-0 FUND PLUG?-N CONSTRUCTIVE ALLOWANCES: TIME: F3-02:30 \$ 35.34 TX 09/27/00 13:36 ALW-926 \$ 05.00 DOUBLE LOCAL PAY-\$00.00 CABOOSE-\$-CM 09/27/00 13:36 USERID: OCMS032 9/27 SN 09/27/00 15:49 NOTF-09/27 16:48-C PH-573-474-0627 VACANCY STEP-00 REGMAN-428882388

WR 69/27/00 16:49 MX125 RES6 MASKS ENG START AT-MX125 69/27 18:40-0

CREW RED: R ACTUAL: R ST-OK CM 09/27/00 16:49 TC...... KAC WC 09/27/00 16:50 JOBID: /MASKS /27 ROSTER NO OF POSITION-353101 HELD ANAY TIME- 13:55 TU 09/28/00 04:57 RLS-09/28 05:00-C TAT-09/28 03:50-C TIEUP AT-MX283 AFHT-MX283 RE36 DH-N REST-8 XREST-00000 RET- SHRT-N T/U MLS-0154 CC MLS-01596 CM 09/28/00 04:57 RLV- 09/28 05:00-C CM 09/28/00 04:57 UNDISTURBED REST: 1000 HRS CM 09/28/00 04:57 INITIAL TERMINAL DEPARTURE TIME - 09/27 20:35 CM 69/28/60 04:57 SYSTEM MSG: JOB TIE-UP REPORTED THRU =TE. CM 07/28/00 04:57 HIGHEST GENERAL DRDER IN SERVICE UNIT: 00000009 CM 09/28/00 04:57 =TE AFHT MX283 USE EMPLOYEES PGP AFHT NUMBERS *DU 09/28/00 05:02 DRG-MX125 DES-MX283 DLF-B SERVICE-2 SLIP#-*** H626681 RECEIVED DATE- 09/28/00 SMORT CREW-Y \$015. 05 TOTAL PAY FOR THIS TRIP: \$ 234.93 *EN 09/28/00 05:02 UP 006504 SP 000245 CM 09/28/00 05:02 CLAIMED: 926-Y H5 -1355 I2 -0040 CM 09/28/00 05:02 FRA DATA ENG MASKS 27 MX125 09271840 MX283 09280500 MX283 09280500 CM 09/28/00 05:02 TTOD: 1020 CM 09/28/00 05:02 USERID: OTET316 LATA: H626681 TASKID: AF CM 09/28/00 05:02 UNDISTURBED REST: ON *TK 09/28/00 05:02 SLIP-09/27/00 TIME ON DUTY-10:20 STRTIM-09:29 KDT-1 MLS FD NR-000 DC-01 ALW-926 \$05.00 WEIGHT-0830000 STR MILES-154 \$ 189.29 OVERTIME- 00:51 \$ 25.59 DISTRIBUTION-000 PAY CD-166 TRIP CREDITS-0 FUND PLUG?-N CONSTRUCTIVE ALLOWANCES: TIME: H5-??:?? REVIEW 12-00:40 REVIEW *TX 09/28/00 05:02 ALW- \$ 00.00 DOUBLE LOCAL PAY-\$--. -- CABOOSE-\$--. --*CM 09/28/00 05:02 USERID: DTET316 CE 09/28/09 05:02 OLD REST TIME- 00/09/28 15:00-C LATA- 00000 NEW REST TIME- 00/09/28 15:00-C DU 09/28/00 10:13 ORG-MX125 DES-MX283 OLF-B SERVICE-2 SLIP#-XX HE91395 RECEIVED DATE- 09/28/00 SHORT CREW-Y \$015. 05 TOTAL PAY FOR THIS TRIP: \$ 514.28 EN 09/28/00 10:13 UP 006504 SP 000245 TK 09/28/00 10:13 SLIP-09/27/00 TIME ON DUTY-10:20 STRTIM-09:29 KDT-1 MLS FD NR-000 OC-01 ALW-926 \$05.00 WEIGHT-0830000 STR MILES-154 \$ 189.29 OVERTIME- 00:51 \$ 25.59 DISTRIBUTION-000 PAY CD-166 TRIP CREDITS-0 FUND FLUG?-N CONSTRUCTIVE ALLOWANCES: TIME: H5-13:55 \$ 279.35 TX 09/28/00 10:13 ALW- \$ 00.00 DOUBLE LOCAL PAY-\$00.00 CABOOSE-\$--.-CM 09/28/00 10:13 USERID: OCMS032 DK 09/28/00 10:14 DECLINATION NUMBER- AL 0927-012 SLIP DATE-09/27/00 CHAIRMAN ID- 40101 DECLINED: I2- 00:40 REASON CODE-IO 9/28 SN 09/28/00 16:03 NOTF-09/28 16:03-C PH-816-254-7236 VACANCY STEP-00 REGMAN-428882388 WR 09/28/00 16:03 MX283 RE36 CWECS ENG START AT-MX283 09/28 18:00-C CREW RED: R ACTUAL: R ST-OK CM 09/28/00 16:03 TC.....KAC WC 09/28/00 16:04 JOBID: /CWECS /24 ROSTER NO OF FOSITION-353101 TU 09/29/60 08:59 RLS-09/29 09:00-C TAT-09/29 08:55-C W145 TIEUP AT-MX123 AFHT-DH-M REST-10 XREST-00000 RET- SHRT-

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T/U MLS-0154 CC MLS-01750
      CM 69/29/00 08:59 RLV- 69/29 06:00-C
      CM 07/29/00 08:59 UNDISTURBED REST: 1200 HRS
      CM 69/29/00 08:59 SYSTEM MSG: JOB TIE-UP REPORTED THRU =TE.
      CM 07/29/00 08:59 DTET316 QUICK TIE-UP H440415
     CM 09/29/00 23:25 HOSV FTU- 09/29 09:00-C TAT- 09/29 08:55-C
     CM 09/29/00 23:25 HOSV INITIAL TERMINAL DEPARTURE TIME - 09/28 18:50
     CM 89/29/80 23:25 HOSV FTCK UP CIRC7: 6866 MODE: TAXI
                       08:55-X
     CM 09/29/00 23:25 HOSV USERID: OTET316
     CM 09/29/00 23:25 HOSV FICK UP TIME: 09/29 06:00
     CM 69/29/60 23:25 HOSV RLV- 09/29 06:00-C
     *DU 09/29/00 23:28 DRG-MX283 DES-MX125 DLF-B SERVICE-2 SLIP#-*** H791863
                       RECEIVED DATE- 09/29/00
                       SHORT CREW-Y $015. 05
                       TOTAL PAY FOR THIS TRIP: $ 382.45
     *EN 09/29/00 23:28 UP 007182 UP 006632 CNW 008811
     CM 09/29/00 23:28 CLAIMED: 902-Y 926-Y 7W -0300
     CM 09/29/00 23:28 FRA DATA ENG CWECS 24 MX283 09281800 G 066 09290600
                       MX125 09290900
     CM 09/29/00 23:28 FRA DATA ENG DF X G 066 09290600 MX125 09290900 TAXI
                       FROM NAPTON
     CM 09/29/00 23:28 TTOD: 1200
    *TK 09/29/00 23:28 SLIP-09/28/00 TIME ON DUTY-12:00 STRTIM-09:58 KOT-1
                       MLS PD NR-000 DC-01 ALW-902 $12.00 WEIGHT-1245000
                       STR MILES-162 $ 198.86 OVERTIME- 02:02 $ 61.22
                       DISTRIBUTION-000 PAY CD-174 TRIP CREDITS-0 FUND FLUG?-N
                       CONSTRUCTIVE ALLOWANCES:
                       TIME: 7W-03:00 $ 90.32
    *TX 09/29/00 23:28 ALW-926 $ 05.00 DOUBLE LOCAL PAY-$--. -- CABOOSE-$--. --
    *CM 09/29/00 23:28 USERID: 0TET316
     CY 09/29/00 23:29 TIE-UP ARBITRARIES/ALLOWANCES SUPPORTING COMMENTS:
       COMMENTS: HOGGED AT NAPTON . TAXI TO JEFF CITY
     DU 10/02/60 10:29 ORG-MX283 DES-MX125 OLF-W SERVICE-2 SLIF#- HE91395
                       SHORT CREW-Y $015, 05
                       TOTAL PAY FOR THIS TRIP: $ 382.45
     EN 10/02/00 10:29 UP 007182 UP 006632 CNW 008811
     TK 10/02/00 10:29 SLIP-09/28/00 TIME ON DUTY-12:00 STRTIM-09:58 KOT-1
                       MLS PD NR-000 DC-01 ALW-902 $12.00 WEIGHT-1245000
                       STR MILES-162 $ 198.86 OVERTIME- 02:02 $ 61.22
                       DISTRIBUTION-000 PAY CD-174 TRIP CREDITS-0 FUND PLUG?-N
                       CONSTRUCTIVE ALLOWANCES:
                       TIME: 7W-03:00 $ 90.32
     TX 10/02/00 10:29 ALW-926 $ 05.00 DOUBLE LOCAL PAY-$00.00 CABOOSE-$--.--
     CM 10/02/00 10:29 USERID: OCMS032
19/29 SN 09/29/00 21:16 NOTF-09/29 21:15-C PH-573-474-0627 VACANCY STEP-00
                                                              REGMAN-428882388
     WR 09/29/00 21:16 MX125 RE36 MASNP ENG START AT-MX125 09/29 23:15-C
                      CREW RED: R ACTUAL: R ST-OK
     CM 69/29/60 21:16 WIFE TC.....KAC
     WC 09/29/00 21:17 JOBID: /MASNP /29 ROSTER NO OF POSITION-353101
     TU 09/30/00 08:29 RLS-09/30 08:30-C TAT-09/30 06:00-C
                      TIEUP AT-MX283 AFHT-MX283 RE36
                      DH-N REST-8 XREST-00000 RET-
                       T/U MLS-0154 CC MLS-01904
     CM 09/30/00 08:29 INITIAL TERMINAL DEPARTURE TIME - 09/30 00:15 U-46
     CM 09/30/00 08:29 HIGHEST GENERAL ORDER IN SERVICE UNIT: 000000009
     CM 89/88/88 88:29
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=TE AFHT MX283 USE EMPLOYEES PGP AFHT NUMBERS

*DU 09/30/00 08:3: DRG-MX125 DES-MX283 DLF-B SERVICE-2 SLIP#-*** H991959 RECEIVED DATE- 09/30/00 SHORT CREW-Y \$615, 05 TOTAL PAY FOR THIS TRIP: \$ 230.55 *EN 07/30/00 08:31 UP 007132 UP 007481 CM 09/30/00 08:31 CLAIMED: 926-Y F3 -0130 CM 09/30/00 08:31 FRA DATA ENG MASMP 29 MX125 09292315 MX283 09300830 MX283 09366830 CM 69/30/00 08:31 TTOD: 0915 CM 69/30/60 08:31 USERID: OTET316 LATA: H991959 TASKID: AF CM 09/30/00 08:31 UNDISTURBED REST: OFF *TK 09/30/00 08:31 SLIP-09/29/00 TIME ON DUTY-09:15 STRTIM-09:15 KDT-1 MLS PD NR-000 OC-01 ALW-926 \$05.00 WEIGHT-0787000 STR MILES-154 \$ 189.29 OVERTIME- 00:00 \$.00 DISTRIBUTION-000 PAY CD-165 TRIP CREDITS-0 FUND PLUGT-N CONSTRUCTIVE ALLOWANCES: TIME: F3-01:30 \$ 21.21 *TX 69/30/00 08:31 ALW \$ 00.00 DOUBLE LOCAL PAY-\$--. -- CABOOSE-\$--. --*CM 09/30/00 08:31 USERID: OTET316 CE 09/30/00 08:31 OLD REST TIME- 00/09/30 16:30-C LATA- 00000 NEW REST TIME- 00/09/30 16:30-C DU 10/02/00 14:59 ORG-MX125 DES-MX283 OLF-J SERVICE-2 SLIF#- HE91395 SHORT CREW-Y \$015, 05 TOTAL PAY FOR THIS TRIP: \$ 240.12 EN 10/02/00 14:59 UP 009132 UP 009481 TK 10/02/00 14:59 SLIP-09/29/00 TIME ON DUTY-09:15 STRTIM-09:15 KOT-1 MLS PD NR-000 DC-01 ALW-926 \$05.00 WEIGHT-0787000 STR MILES-162 \$ 198.86 CVERTIME- 00:00 \$.00 DISTRIBUTION-000 PAY CD-165 TRIP CREDITS-0 FUND PLUG?-M CONSTRUCTIVE ALLOWANCES: TIME: F3-01:30 \$ 21.21 TX 10/02/00 14:59 ALW- \$ 00.00 DOUBLE LOCAL PAY-\$00.00 CABDOSE-\$--.--CM 10/02/00 14:59 USERID: OCMS032 39/30 SN 09/30/00 21:22 NOTF-09/30 21:21-C PH-816-254-7236 VACANCY STEP-00 REGMAN-428882388 WR 09/30/00 21:22 MX285 RE36 CBTPA ENG START AT-MX283 09/30 23:15-C CREW RED: R ACTUAL: R ST-OK CM 09/30/00 21:22 TC.....KAC WC 09/30/00 21:23 JOBID: /CBTPA /28 FOSTER NO OF POSITION-353101 TU 10/01/00 05:41 RLS-10/01 05:45-C TAT-10/01 04:25-C TIEUP AT-MX125 AFHT-DH-N REST-8 XREST-00000 RET- SHRT-N T/U MLS-0162 CM 10/01/00 05:41 RLV- 10/01 05:45-C CM 10/01/00 05:41 SYSTEM MSG: JOB TIE-UP REPORTED THRU =TE. CM 10/01/00 05:41 INITIAL TERMINAL DEPARTURE TIME - 10/01 00:15 CM 10/01/00 05:41 HIGHEST GENERAL ORDER IN SERVICE UNIT: 00000009 DU 10/01/00 05:44 DRG-MX283 DES-MX125 OLF-W SERVICE-2 SLIP#-*** H091419 RECEIVED DATE- 10/01/00 SHORT CREW-Y \$015. 05 TOTAL PAY FOR THIS TRIP: \$ 235, 62 EN 19/91/69 95:44 UP 006501 UP 006859 UP 007213 CM 10/01/00 05:44 CLAIMED: 902-Y 926-Y F3 -0020 CM 10/01/00 05:44 FRA DATA ENG CBTPA 28 MX283 09302315 MX125 10010545 MX125 10010545 CM 10/01/00 05:44 USERID: OTET316 LATA: H091419 TASKID: AF W:147 TK 10/01/00 05:44 SLIP-09/30/00 TIME DN DUTY-06:30 STRTIM-06:30 KOT-1

MLS PD NR-000 OC-01 ALW-902 \$12.00 MEIGHT-1245000

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STR MILES-168 $ 198.86 OVERTIME- 00:00 $ .00
                      DISTRIBUTION-000 PAY CD-174 TRIP CREDITS-9 FUND PLUG?-N
                      CONSTRUCTIVE ALLOWANCES:
                      TIME: F3-00:20 $ 4.71
     TX 10/01/00 05:44 ALW-986 $ 05.00 DOUBLE LOCAL PAY-$--. -- CABOOSE-$--. -
     CM 10/01/00 05:44 USERID: OTET316
     CE 10/01/00 05:44 OLD REST TIME- 00/10/01 13:45-C
                                                                LATA- 00000
                      NEW REST TIME- 00/10/01 13:45-C
                                                                 E0000000
9/01 CA 10/01/00 00:02 STARTS-00
                      CCMILS-6000 RDMILS-0000 MILSPD-0000 MILSMO-0000
0/02 SN 10/02/00 13:26 NOTF-10/02 13:26-C PH-573-474-0627 VACANCY STEP-00
                                                            REGMAN-428882388
     WR 10/02/00 13:26 MX125 RE36 DH99 ENG START AT-MX125 10/02 15:30-C
                      CREW REQ: R ACTUAL: R ST-OK
     CM 10/02/00 13:26 DH SAP
     CM 10/02/00 13:26 DH TYPE: SEPARATE AND APART DH METHOD: TAXI
                      DH REASON: DA
     WC 10/02/00 13:27 JOBID: /DH99 /02 ROSTER NO OF POSITION-353101
                      HELD AWAY TIME- 17:45
     CM 10/02/00 13:40 LIMO SYSTEM CONTROL NUMBER: 00186303
     TU 10/02/00 18:25 RLS-10/02 18:30-C TAT-10/02 18:20-C
                      TIEUP AT-MX283 AFHT-MX283 RE36
                      DH-N REST-8 XREST-90000 RET- SHRT-N
                      T/U MLS-0130 CC MLS-00130
     CM 10/02/00 18:25 RLV- 10/02 18:30-C
     CM 10/02/00 18:25 INITIAL TERMINAL DEPARTURE TIME - 10/02 15:35
    CM 10/02/90 18:25 SYSTEM MSG: JOB TIE-UP REPORTED THRU =TE.
     CM 10/02/00 18:25 HIGHEST GENERAL ORDER IN SERVICE UNIT: 00000009
    CM 10/02/00 18:25 =TE AFHT MX283 USE EMPLOYEES PGP AFHT NUMBERS
    *DU 10/02/00 18:28 ORG-MX125 DES-MX283 OLF-T SERVICE-2 SLIP#-*** HG91141
                      RECEIVED DATE- 10/02/00
                      TOTAL PAY FOR THIS TRIF: $ 156.32
    CM 10/02/00 18:28 CLAIMED: H5 -1745 D4 -0800
    *TK 10/02/00 18:28 SLIP-10/02/00 TIME ON DUTY-03:00 STRTIM-03:00 KDT-0
                      MLS PD NR-000 GC-01 ALW- $00.00 WEIGHT-0001000
                      STR MILES-000 $ .00 DVERTIME- 00:00 $ .00
                      DISTRIBUTION-000 PAY CD-151 TRIP CREDITS-0 FUND PLUG?-N
                      CONSTRUCTIVE ALLOWANCES:
                      TIME: H5-??:?? REVIEW D4-08:00 $ 156.32
    *TX 10/02/00 18:28 ALW- $ 00.00 DOUBLE LOCAL FAY-$--. -- CABOOSE-$--.--
    *CM 10/02/00 18:28 USERID: OTET316
    CM 10/02/00 18:29 FRA DATA ENG DT X MX125 10021530 MX283 10021830 TAXI
    CM 10/02/00 18:29 TTOD: 0000
    DU 10/06/00 14:50 ORG-MX125 DES-MX283 QLF-D SERVICE-2 SLIP#- HE91395
                      TOTAL PAY FOR THIS TRIP: $ 503.16
     TK 10/06/00 14:50 SLIP-10/02/00 TIME ON DUTY-03:00 STRTIM-03:00 KOT-0
                      MLS PD NR-000 DC-01 ALW- $00.00 WEIGHT-0001000
                      STR MILES-000 $ .00 OVERTIME- 00:00 $ .00
                      DISTRIBUTION-000 PAY CD-151 TRIP CREDITS-0 FUND PLUG?-N
                      CONSTRUCTIVE ALLOWANCES:
                      TIME: H5-17:45 $ 346.84 D4-08:00 $ 156.32
     TX 10/06/00 14:50 ALW- $ 00.00 DOUBLE LOCAL FAY-$00.00 CABOOSE-$--. --
    CM 10/06/00 14:50 USERID: OCMS032
0/03 SN 10/03/00 09:04 NOTF-10/03 09:03-C PH-816-254-7236 VACANCY STEF-00
                                                             REGMAN-428882388
     WR 10/03/00 09:04 MX283 RE36 CNPAS ENG START AT-MX283 10/03 11:00-C
                      CREW RED: R ACTUAL: R ST-OK
    WC 10/03/00 09:05 JOBID: /ONPAS /02 ROSTER NO OF POSITION-35310
     TU 10/03/00 22:55 RLS-10/03 23:00-C TAT-10/03 22:35-C
                      TIFUP AT-MXIES AFHT-
```

DH-N REST-10 XREST-00000 RET- SHRT-N T/U MLS-0162 CC MLS-00292 CM 10/03/00 22:56 RLV- 10/03 23:00-C CM 10/03/00 22:56 UNDISTURBED REST: 1200 HRS CM 10/03/00 22:56 SYSTEM MSG: JOB TIE-UP REPORTED THRU =TE. CM 10/03/00 22:56 INITIAL TERMINAL DEFARTURE TIME - 10/03 14:10 CM 10/03/00 22:56 HIGHEST GENERAL OPDER IN SERVICE UNIT: 00000009 DU 10/03/00 22:58 DRG-MX283 DES-MX125 DLF-W SERVICE-2 SLIP#-**** H091-19 RECEIVED DATE- 10/03/00 ISHORT CREW-Y \$015, 05 TOTAL PAY FOR THIS TRIP: \$ 292.13 EN 10/03/00 22:58 UP 005056 UP 004796 UP 009548 CM 10/03/00 22:58 CLAIMED: 902-Y 926-Y IE -0155 CM 10/03/00 22:58 FRA DATA ENG GNFAS 02 MX283 10031100 MX125 10032300 MX125 10032300 CM 10/03/00 22:58 TTOD: 1200 CM 10/03/00 22:58 USERID: DTET316 LATA: H091419 TASKID: AF CM 10/03/00 22:58 UNDISTURBED REST: ON TK 10/03/00 22:58 SLIF-10/03/00 TIME ON DUTY-12:00 STRTIM-07:58 KDT-1 MLS PD NR-000 DC-01 ALW-902 \$12.00 WEIGHT-1196000 STR MILES-162 \$ 198.86 OVERTIME- 02:02 \$ 61.22 DISTRIBUTION-600 FAY CD-173 TRIP CREDITS-0 FUND PLUG?-N CONSTRUCTIVE ALLOWANCES: TIME: 12-01:55 REVIEW TX 10/03/00 22:58 ALW-926 \$ 05.00 DOUBLE LOCAL PAY-\$--. -- CAROOSE-\$--. --CM 10/03/00 22:58 USERID: DTET316 LATA- 00000 CE 10/03/00 22:58 OLD REST TIME- 00/10/04 11:00-C NEW REST TIME- 00/10/04 11:00-C CY 10/03/00 22:59 TIE-UP ARBITRARIES/ALLOWANCES SUPPORTING COMMENTS: COMMENTS: TRAIN WAS AT HICKORY ST. 0/04 SM 10/04/00 21:03 NDTF-10/04 21:02-C PH-573-474-0627 VACANCY STEP-00 REGMAN-428882388 WR 10/04/00 21:03 MX125 RE36 MASNP ENG START AT-MX125 10/04 23:00-C CREW REQ: R ACTUAL: R ST-OK CM 10/04/00 21:03 TC...... KAC WC 10/04/06 21:04 JDBID: /MASNP /04 ROSTER NO OF POSITION-353101 HELD AWAY TIME- 08:00 TU 10/05/00 11:57 RLS-10/05 12:00-C TAT-10/05 11:00-C TIEUP AT-MX283 AFHT-MX283 RE36 DH-N REST-10 XREST-00000 RET- SHRT-T/U MLS-0154 CC MLS-00446 CM 10/05/00 11:57 RLV- 10/05 11:00-C CM 10/05/00 11:57 SYSTEM MSG: JOB TIE-UP REPORTED THRU =TE. CM 10/05/00 11:57 OTET316 QUICK TIE-UP H991928 =TE AFHT MX283 USE EMPLOYEES PGP AFHT NUMBERS CM 10/05/00 11:57 CM 10/06/00 00:31 HOSV FTU- 10/05 12:00-C TAT- 10/05 11:00-C CM 10/06/00 00:31 HOSV INITIAL TERMINAL DEPARTURE TIME - 10/05 01:55 CM 10/06/00 00:31 HOSV USERID: DTET316 CM 19/96/99 99:31 HOSV RLV- 19/95 11:00-C DU 10/06/00 00:36 DRG-MX125 DES-MX283 QLF-B SERVICE-2 SLIF#-**** H791928 RECEIVED DATE- 10/06/00 SHORT CREW-Y \$015. 05 TOTAL PAY FOR THIS TRIP: \$ 315.22 EN 10/05/00 00:36 UP 006454 HLCX007196 CM 10/06/00 00:36 CLAIMED: 926-Y H5 -0800 7W -0100 TK 10/06/00 00:36 SLIP-10/04/00 TIME ON DUTY-12:00 STRTIM-09:29 KDT-1 MLS PD NR-000 OC-01 ALW-926 \$05.00 WEIGHT-0827000 STR MILES-154 \$ 189, 29 OVERTIME- 02:31 \$ DISTRIBUTION-000 PAY CD-166 TRIP CREDITS-0 FUND FLUG?-N W-149 COMSTRUCTIVE ALLDWANDES:

TIME: H5-??:?? REVIEW 7W-01:00 \$ 30.11 TX 10/06/00 00:36 ALW- \$ 00.00 DOUBLE LOCAL PAY-\$--. -- CABOOSE-\$--. CM 10/06/00 00:36 USERID: DTET316 CM 10/06/00 00:37 FRA DATA ENS MASNP 04 MX125 10042300 MX283 10051100 MX283 10051200 CM 10/06/00 00:37 FRA DATA ENG DF X MX283 10051100 MX283 10051200 CD. AUTO TO YD. OFFICE CM 10/06/00 00:37 TTOD: 1200 CY 10/06/00 00:37 TIE-UP ARBITRARIES/ALLOWANCES SUPPORTING COMMENTS: COMMENTS: HOGGED ON THE SHEEP JUMP: AFTER AN HOUR THE CARRYALL CAME. TOOK US TO NEFF YD. OFFICE 10/06 SN 10/05/00 22:43 NOTE-10/05 22:42-C PH-B16-254-7236 VACANCY STEP-06 REGMAN-422882388 CM 10/05/00 22:43 TC..... KAC WC 10/05/00 22:44 JOBID: /CCVPAH /29 ROSTER NO OF POSITION-353101 CM 10/06/00 02:27 SWAPPED SA 10/06/00 02:27 MX283 RE36 CCVPAH ENG STARTS AT: 10/06 00:30-C NOTF-10/06 02:26-C PH-816-254-7236 DH-N ST-OK STARTS: CM 10/06/00 02:28 ANNULMENT CODE: DU REASON: SWAPPED 10/06 SN 10/06/00 02:30 NOTF-10/06 02:30-C PH-B16-254-7236 VACANCY STEP-00 REGMAN-428882388 NR 10/06/00 02:30 MX283 RE36 CWENS ENG START AT-MX283 10/06 00:30-C CREW REQ: R ACTUAL: R ST-OK CM 10/06/00 02:30 SWAPPED CM 10/06/00 02:30 JOB DESCRIPTION: =BM WC 10/06/00 02:31 JOBID: /CWEMS /01 ROSTER NO OF POSITION-353101 TU 10/06/06 67:24 RLS-10/06 07:25-C TAT-10/06 07:10-C TIEUP AT-MX125 AFHT-DH-N REST-B XREST-00000 RET- SHRT-N T/U MLS-0162 CC MLS-00608 CM 10/05/00 07:24 RLV- 10/06 07:25-C CM 10/06/00 07:24 SYSTEM MSG: JOB TIE-UP REPORTED THRU =TE. CM 10/06/00 07:24 INITIAL TERMINAL DEPARTURE TIME - 10/06 03:00 CM 10/06/00 07:24 HIGHEST GENERAL DRDER IN SERVICE UNIT: 00000009 DU 10/06/00 07:27 DRG-MX283 DES-MX125 DLF-R SERVICE-2 SLIF#-*** H440415 RECEIVED DATE- 10/06/00 SHORT CREW-Y \$015, 05 TOTAL PAY FOR THIS TRIP: \$ 248.58 EN 10/06/00 07:27 UF 006471 UF 007122 UF 007086 CM 10/06/00 07:27 CLAIMED: 902-Y 926-Y 12 -0115 CM 10/06/00 07:27 FRA DATA ENG CWEMS 01 MX283 10060030 MX125 10060725 MX125 10060725 CM 10/06/00 07:27 TTOD: 0655 CM 10/36/00 07:27 USERID: OTET316 LATA: H440415 TASKID: AF CM 10/06/00 07:27 UNDISTURBED REST: OFF TK 10/06/00 07:27 SLIP-10/06/00 TIME ON DUTY-06:55 STRTIM-06:55 KDT-1 MLS FD NR-000 DC-01 ALW-902 \$12.00 WEIGHT-1245000 STR MILES-162 \$ 198.86 OVERTIME- 00:00 \$.00 DISTRIBUTION-000 PAY CD-174 TRIP CREDITS-0 FUND PLUG?-N CONSTRUCTIVE ALLOWANCES: TIME: 12-01:15 \$ 17.67 TX 10/06/00 07:27 ALW-926 \$ 05.00 DOUBLE LOCAL PAY-\$--. -- CABOOSE-\$--. CM 10/06/00 07:27 USERID: DTET316 CE 10/06/00 07:27 OLD REST TIME- 00/10/06 15:25-C LATA- 00000 NEW REST TIME- 00/10/06 15:25-C MO

W-150

ORGANIZATION EXHIBIT



FOCICEOFIC IFOU SOU I UPRK Page 1013 WORK HISTORY - DR SNYDER ASGN-125 MSG-'ROY' 'DOCTOR' DPU /2 RE 01/27/03 02:54 /2 ALL BOTH ENDS STATUS-OX CURR ASSIGN-MX283 RE36 ANPCE ENG ST-01/30 14:30-C TIEUP-01/30 23:25-C AFHT-N PERM ASSIGN-MX125 RE36 KS05 ENG B ASN DATE-07/19/01 C ANV DT- 06/28/67 HIRE DATE- 06/28/67 BIRTH DATE- 07/18/44 RAILROAD INDICATOR-M RADIO ID -CONDITION -HOME ADDRESS-17007 E.24 HWY APT.11 INDEPENDENCE MO 640560000! HOME PT LOC-* * * * ASSIGNMENTS REG ASSIGN-MX125 RE36 KS05 ENG B SL- 0 TEMP ASSIGN-SL-353101 000000 STARTS PER PERIOD-00 COMILS-1988 RDMILS-0000 MILSPD-0000 MILSMO-0000 * * * OFF DAYS * * * PERMANENT OFF DAYS-TEMPORARY OFF DAYS-* * * PERSONAL DAYS * * * 2003 ALLOWED-11 CARRIED OVER-03 DENIED-00 PAID-00 CARRIED OVER DAYS PAID-01 CARRY OVER DAYS EXPIRATION DATE - 05/01 PERSONAL LEAVE SENIORITY DATE - 06/28/67 * * * UP PERSONAL DAYS PAID: DATE AMOUNT PAID 01/22/03 \$ 159.83 * * * HOLIDAYS * * * 2003 HOLIDAYS PAID-00 * * * VACATION * * * 2003 GROUPING-MX125 ENG PREVIOUS YEAR QUALIFYING DAYS: LAID OFF HURT-NA EXTRA BOARD-NA VACATION WEEKS ALLOWED-05 VACATION DAYS PAID-00 VACATION WEEKS SCHEDULED-05 VACATION SENIORITY DATE - 06/28/67 ONE 52ND - \$1,973.43 FIRST RATE - \$ 0.00 *+ SINGLE VACATION DAYS TAKEN/PAID-00 SINGLE VACATION DAYS RESERVED-00< VACATION SCHEDULED 07/28 - 08/31 CURRENT YTD QUALIFYING DAYS: LAID OFF HURT-NA EXTRA BOARD-NA * * * PERSONAL DAYS * * * 2002! ALLOWED-11 CARRIED OVER-00 PAID-03 CARRIED OVER DAYS PAID-00 PERSONAL LEAVE SENIORITY DATE - 06/28/67 * * * UP PERSONAL DAYS PAID: DATE AMOUNT PAID 03/20/02 \$ 158.95 \$ 158.95 09/17/02 \$ 158.95 \$ 158.95 \$ 158.95 09/18/02

* * * HOLIDAYS * * * 2002

HOLIDAYS PAID-00



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Page 20f3

* * VACATION * * * 2002

GROUPING-MX125 ENG

VACATION WEEKS ALLOWED-05 VACATION DAYS PAID-35 VACATION WEEKS SCHEDULED-05

VACATION SENIORITY DATE - 06/28/67 ONE 52ND - \$1,946.55 FIRST RATE - 1,946.55

*+

SINGLE VACATION DAYS TAKEN/PAID-00 SINGLE VACATION DAYS RESERVED-00<

VACATION SCHEDULED 03/25 - 04/28

VACATION PAID DATE PAID 03/25 - 07 DAYS \$1,946.55 04/01 - 15 DAYS

\$4,171.18 \$3,615.02 04/16 - 13 DAYS

*

* * * TELEPHONES * * *

HOME PHONES- 573-474-0627 DIS-N- 573-443-9266 DIS-N-B 816-257-1151 DIS-N-+

AFHT PHONES- MX283 816-257-1151 DIS-N- MX283 573-443-9266 DIS-N-B MX125 573-474-0627 DIS-N- MX125 573-443-9266 DIS-N-B

* * * SPECIAL CONDITIONS * * *

10 QUALIFIED DPU

23 SWI QUALIFIED AS HOSTLER

* * * SENIORITY ROSTERS

PRIM QUAL DATE ROSTER PROT PR STAMP ADDITIONAL QUALIFICATIONS SEO ENG 05 01 94 353101 N P 084 PLE ENG 05 01 94 009 300101 Y J CON 04 05 74 266 300301 Y B 06 28 67 266 300401 Y B 06 28 67 005 300402 Y B 10 17 71 124 300501 Y B 05 01 94 040 301101 Y J BRK BRK SWI ENG CON 04 05 74 010 301301 Y B 301401 Y B 301501 Y B BRK 10 17 71 490 10 17 71 605 SWI 05 01 94 ENG 302101 Y J 302112 Y S 040 ENG 05 01 94 250 PLE 010 302301 Y B 400 302401 Y B 035 303101 Y J CON 04 05 74 BRK 10 17 71 ENG 05 01 94 03 25 80 CON 640 303301 Y B BRK 03 24 80 242 303401 Y B 028 303501 Y B 040 304101 Y J 256 304301 Y B SWI 07 05 83 ENG 05 01 94 CON 03 25 80 PLT 322 304401 Y B 027 304501 Y B 035 305101 Y J 640 305301 Y B 605 305401 Y B BRK 03 24 80 SWI 07 05 83 ENG 05 01 94 PLE CON 03 25 80 BRK 03 24 80 ENG 05 01 94 040 306101 Y J CON 03 25 80 640 306301 Y B 03 24 80 605 306401 Y B 07 05 83 028 306501 Y B 05 01 94 040 307101 Y J BRK 07 05 83 05 01 94 SWI X-2 ENG 04 05 74 CON 010 307301 Y B

CON	04 05 74	003	207302	Y	W	
BRK	10 17 71	600	401	Y	В	
SWI	10 17 71	605	307501	Y	В	
SWI	10 17 71	610	307502	Y	W	
ENG	05 01 94	025	308101	Y	J	
CON	10 16 71	100	308301	Y	В	
BRK	06 28 67	005	308401	Y	В	
SWI	10 17 71	615	308501	Y	В	HDR
SWI	10 17 71	605	308502	Y	В	
SWI	07 05 83	027	309501	Y	В	
CON	03 23 92	640	310301	Y	В	
BRK	03 23 92	605	310401	Y	В	
SWI	03 23 92	605	310501	Y	В	
ENG	04 01 94	015	311101	Y	J	
CON	04 05 74	010	311301	Y	В	
BRK	10 17 71	605	311401	Y	В	
ENG	05 01 94	040	312101	Y	J	
SWI	07 05 83	028	312501	Y	В	
SWI	10 17 71	605	313501	Y		
SWI	10 17 71	605	314501	Y	В	
SWI	10 17 71	605	315501	Y	В	
SWI	10 17 71	605	316501	Y	В	
ENG	05 01 94	615	350101	N	3	PLE
ENG	01 16 99	383	351101	N	S	PLE
ENG	01 16 99	448	352101	N	S	PLE
ENG	01 16 99	472	354101	N	S	PLE
ENG	01 16 99	382	355101	N	S	PLE
ENG	01 17 99	382	356101	N	S	PLE
ENG	01 16 99	023	357101	N	S	PLE
ENG	05 01 94	022	358101	N	P	PLE
ENG	01 17 99	382	359101	N	S	PLE
		* *	* 00	TOFF I	LISTING	* * *

LOCATION

BOARD

X-3

ORGANIZATION EXHIBIT

Y

UNION PACIFIC RAILROAD COMPANY

1416 Dedge Street Omahs, Nebroska 68179

Page 4 pages 726



May 31, 2000

110.61-21.326

Mr. T. E. Bryan 5211 Avenida Pescadora Ft. Myers Beach, FL 33931

Dear Sir.

Review of the relocation payment made to you under the provisions of the St. Louis. Hub Implementation Agreement revealed that you requested a relocation lump sum of \$30,000. Payment in the net amount of \$21,600.00 was made to you in November 1998.

However, Carrier records indicate that you did not relocate closer to your new work location (Bloomington). Instead, your address of record is in Ft. M, ers Beach, Florida. The relocation allowance was not intended to be paid so that an employee could move further away from his assigned home terminal. As you have failed to comply with the conditions under which you were granted the relocation allowance, I have enclosed a repayment agreement for you to repay the riet amount of \$21,600.00 as you have failed to relocate in accordance with the agreement. To reimburse the Carrier for your improper request and receipt of this relocation lump sum, you must complete, sign and return the enclosed agreement for repayment to the Carrier within ten (10) days of receipt.

Thank you for your attention in this matter.

Andrea Gansen

Sincerely.

Assistant Director Labor Relations

Copy 17:

W. Scott Hinckley Catherine Sosso Joe Bearden

4-1

AGREEMENT FOR REPAYMENT

110.61-21.326

Mr. T. E. Bryan 5211 Avenida Pescadora Ft. Myers Beach, FL 33931

to repay this	amour	that I was incorrecti at to the Carrier as fo	paid relocation of \$21,600.00. I agree llows (select one):
	By ch	ock for the full amou	nt (enclose check and send via U.S. Mail)
-	Dedu	otion of \$600.00 per	pay period for eighteen months
	Dedu	ction of \$450.00 per	pay period for twenty-four months
This d Agreement is	eduction received	on will commence at red by the Camer.	the first pay period following the date this
			Employee's Signature
			Ciripoyee & Signature
			Date
Send by fax	to:	Andrea Gansen 402/271-2463	
Send by fax or mail:	to:		

Upon receipt, copy to George Marshall for processing to Banking Department.

4.2

TO: MS. ANDREA GANSEN, UP RAILROAD LABOR RELATIONS

06/08/2000

FM: T.E. BRYAN, UP ENGINEER, #353380251, TREMONT, IL

REF: YOUR LETTER DATED 05/31/00- REQUESTING RETURN OF RELOCATION REIMBURSEMENT.

DEAR MS. GANSEN,

I RELOCATED TO 201 1/2 SOUTH LOCUST ST., TREMONT, IL 61568- AS PER HUB & SPOKE RELOCATION AGRMNT. I LIVE AND WORK THERE. MY CAR INSURANCE, TITLES HAVE ALL BEEN CHANGED TO SAID ADDRESS. I PAY TAXES THERE ON PROPERTY. THE RELOCATION MONEY PAID TO ME WAS VALID AND DUE IN NOV OF 98 AND TO PRESENT. MY WIFE, ACCOUNT OF HEALTH, TOOK EARLY RETIREMENT AND MOVED TO OUR FLORIDA ADDRESS. (SHE RESIDES THERE AT LEAST 6 MONTHS PER) SHE DOES THE BILL PAYING AND PAPERWORK FOR OUR HOUSHOLDS, INVESTMENTS AND SUCH. MY PAYROLL CHECK IS STILL SENT TO UNION PLANTERS BANK IN ILLINGIS. THE CARRIER (UP) RECORDS SHOULD SHOW THAT MY WORK PHONE AND ADDRESS IS TREMONT. WHEN THE HUB AND SPOKE WENT INTO EFFECT, I WAS RELOCATED TO BLOOMINGTON (ZS127) TO WORK OUT OF THAT TERMINAL. I NOW FIND MYSELF FORCED TO VILLA GROVE (ZB145) WHICH IS 88 MILES FARTHER THAN BLOOMINGTON FROM TREMONT. I HAD SOLD MY HOME AND MOVED TO 23 MILES FROM MY BLOOMINGTON WORK LOCATION. I NOW FIND MYSELF DRIVING 105 MILES ONE WAY TO WORK, RATHER THAN RELOCATE AGAIN. MY DOCTORS, BANKS, PHARMACY, PHONES, AND BEEPER ARE ALL THROUGH MY HOME ADDRESS IN TREMONT.

WHEN I MADE THE MOVE, OUR (UP) COMPUTER SYSTEM WOULDN'T TAKE 2 ADDRESSES, AND I WAS TOLD WITH EMERGENCY NOTIFICATION FOR MY WIFE, TO USE OUR FLORIDA ADDRESS. DUE TO DISTANCE AND TIME, I FEEL S'IRE, THAT YOUR'RE AWARE THAT IT'S IMPOSSIBLE TO MAKE A 2HOUR CALL FOR A TRAIN AT VILLA GROVE (ZB145) FROM FLORIDA. I DID RELOCATE TO THE BLOOMINGTON AREA IN ACCORDANCE WITH THE NOV 98 HUB AND SPOKE AGREEMENT. AS MY WORK RECORD WILL SHOW, I'VE BEEN AVAILABLE 95% OF THE TIME WHILE WORKING AT BLOOMINGTON AND VILLA GROVE FROM MY HOME IN TREMONT, THIS PAST 1 ½ YEARS.

MY CAR/VEHICLE TITLE, REGISTRATION AND INSURANCE ARE ALL AT MY TREMONT HOME. TO GIVE YOU AN IDEA OF HOW MUCH I CONSIDER IT TO BE HOME, I'VE EVEN CONTACTED THE LOCAL MORTUARY AND GIVEN THEM INSTRUCTIONS ON AS TO HOW I WANT TO BE HANDLED, IN CASE OF AN UNEXPECTED "EVENT".

IF FOR CARRIER RECORDS, YOU NEED TO MAKE SOME CHANGES, FINE, DO SO, BUT PLEASE CORRECT THE COMPUTER SYSTEM SO I CAN SHOW MY WIFE'S ADDRESS. THIS IS FAR FROM BEING AN IDEAL WAY TO LIVE, BUT WITH WORK AND HEALTH CONSIDERATIONS, IT'S THE BEST WE'VE BEEN ABLE TO MANAGE.

RESPECTFULLY

THOMAS E. BRYAN

4-3

1416 Dodge Street Omaha, Nebraska 68179



June 20, 2000

110.61-21.326

Mr. T. E. Bryan 201 ½ South Locust St. Tremont, IL 61568

Dear Sir:

I am in receipt of your letter postmarked June 12, 2000, referencing my May 31 letter to you regarding the relocation payment made to you under the provisions of the St. Louis Hub Implementation Agreement.

Thank you for your timely response. You have demonstrated that your new residence is in Tremont, Illinois and not Florida. After reviewing the unique circumstances of your situation, the Carrier will not pursue the recollection of the relocation money.

I appreciate your attention in this matter.

Sincerely,

Andrea Gansen Assistant Director Labor Relations

Copy to:

W. Scott Hinckley Joe Bearden

C. R. Rightnowar

44





Mr. C. R. Rightnowar General Chairman BLE 320 Brookes Dr. Suite 115 Hazelwood, MO 63042

4.5

63042+2735

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ORGANIZATION EXHIBIT

Z

P.05/05

FROM : Brotherhood of Locomotive Engineers

NOU. 19. 1999 4:33 Pt P 1

C.J. SOSSO RECEIVED

HUB RELOCATION BENEFITS APPLICATION (Kausas City (Applicant Insert Name of Appropriate Hub)

Labor Relations

Please accept this as my application for relocation benefits as set forth in the above referenced Article VII (B) Merger Implementing Agreement. I understand that my election herein is in tieu of actual relocation benefits provided under New York Dock. This election must be exercised within two (2) years from the date of implementation of this Agreement. (Except that Option 3 shall expire within five (5) years from implementation). Please check one of the following three options:

- 0 Option 1:
- I am a non-owner and accept a \$10,000 allowance in lieu of New York Dock relocation benefits
- Option 2:

i am a homeowner and accept a \$20,000 allowance in lieu of New York Dock relocation benefits.

If I have accepted Option 1 or 2, I understand that I must submit "proof of actual relocation" in order to receive the "in lieu of allowance.

O Option 3:

1 am a homeowner and having sold my home, accept a \$10,000 allowance in addition to the \$20,000 allowance I shall receive under Option 2, for a total of a \$30,000 allowance.

if I have accepted Option 3, I understand that I must not only submit "proof of actual relocation" but in addition I must provide "proof of a bona fide sale" of my home at fair value in the form of sale documents, deeds, and fillings of these documents with the appropriate agency in order to receive the "in Heu of allowance.

In addition, I understand that in accepting any of the three options above, I will be required to remain at the new location, seniority permitting, for a period of two (2) years. Please lax or send this completed form to J. E. Cvetas, Manager-Labor Relations Program Administration, 1416 Dodge Street, Room 332, Omaha, NE 68179; fax (402)271-2463. Mr. Cvetas can also be reached by phone at (402)271-4577.

SSN 515-94-4026 OLD WORK LOCATION MX 125 NEW WORK LOCATION MX 283 Jefferson City Mo

AMELIAN LEAD(I)

** TOTAL PAGE. 05

Kansas City mo

UNION PACIFIC RAILROAD COMPANY



March 4, 2001 File: 110.61-20-326

Mr. J.P. Sevart 112 West Laredo Trail Raymore, MO 64083

Dear Sir:

This refers to your application for \$20, 000 in lieu of relocation benefits as the result of the implementation of the Kansas City Hub on January 1, 1999.

Your work records indicate you are permanently assigned to the RE125 pool at Jefferson City. Notwithstanding the fact you were not required to relocate to Kansas City, the documents you provided indicate you are leasing from relatives in Raymore, MO for a period of three months ending February 28, 2001. In addition the "Deed of Trust" you provided for a lot in Jefferson City is not signed and is not sufficient evidence of home ownership.

Accordingly, your request for relocation benefits is denied. If you wish to pursue this further, please contact your General Chairman's office.

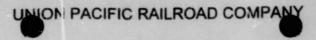
Sincere regards,

Catherine Sosso Director Labor Relations

Catherine Sosso

Copy to:

Mr. R.E. Karstetter General Chairman UTU 4702 W. Commercial Dr., Suite A No. Little Rock, AR 72116





November 16, 2001 Files: 110.61-21-326 110.61-20-326 360-7

VIA U.S. Mail

MR C R RIGHTNOWAR GENERAL CHAIRMAN BLE 320 BROOKES DR STE 115-118 HAZELWOOD MO 63042

Dear Sir:

This refers to our meeting in St. Louis on October 16, 2001, regarding applications for in lieu of relocation under various Hub agreements. The following is a recap of our discussions:

> J.P. Sevart -- I provided documentation of payment for your information.

D.E. Laudzers – You are to provide additional documentation as proof of his actual relocation to Kansas City during the hold down period for my further review.

M.A. Katricia – This claim was originally filed by former General Chairman Thompson and subsequently appealed by UTU General Chairman Karstetter. Former Director Gansen requested additional documentation – none was forthcoming and the claim was denied

> S.O. Boykin - I am reviewing your position and will respond by December 15.

- S. M. Jungers You are to provide documentation of home ownership/sale and proof of actual relocation to St. Louis during the two year hold down.
- T.E. Little The Carrier will allow \$10,000 without prejudice to it's position. Payment will be forthcoming.
- T.R. Brumme Carrier records indicate he is living in Bloomington and has not relocated to Villa Grove.
- > T.E. Bryan -- The Parties have closed their files on this matter.
- M.O. Coats and C.W. Kerr I advised I will review your position and respond in writing by December 15.

We discussed scheduling another meeting to review the open items listed. I suggest we jointly review any additional documentation when you are in Omaha for Section 6 meetings the week of December 4.

You also listed the names of several employees requesting adjustment of their TPAson your request for conference. I advised Director Protection, Marilyn Ahart, is the Carrier Officer responsible for grievances related to payment and computation of TPAs. Please contact her office to progress any such claims.

Sincere regards,

Catherine Sosso Director Labor Relations

2-3

PRS073

MSG 504 - PLEASE VERIFY ALL DATA BEFORE ACCEPTING

MISCELLANEOUS PAYMENT SCREEN - 65

GROSS AMOUNT ====> 20,000.00 COMP CODE=> 01 PYRL NBR => 325 FEDERAL TABLE ===> X 28% EX PCT BAL SHEET=> TXE
TLC PRVD OVRD(X)=> WORK ORDR=> JOB NBR =>

E.E.O ATTORNEY ==>

SOC SEC NBR ====> 515944026 NAME (FML) => J P SEVART
TRANSACTION TYPE=> TRF COST CENT=> 99677 COST CODE=> 2948

TXPL YR=> 0501

CONTROL NBR =>

****** TAXES TAKEN ******** ***** DEDUCTIONS TAKEN ******** CODE DESC

024 MO 600.00 20,000.00 C

002 FED 5,600.00 20,000.00 N

AMOUNT GROSS OVRRD CODE AUTH DESCRIPTION AMOUNT

CHECK NET AMOUNT ==> 13,800.00

5/21/11

Poil An Carty Looso.

ACCEPT CORR(X) ====> x

) ENTER NEXT TOPIC ELSE 98 - MAIN MENU 99 - PRIMARY MENU

Date: 5/18/ 1 Time: 01:39:19 PM

UNITED TRANSPORTATION UNION

Mili

REC'D

P. 02/05

MAR 2 3 2001

B. J. GIBBS VICE CHARMAN K.R. MENGES SECRETARY K. R. GROSS ASSOCIATE CHARMAN GENERAL COMMITTEE OF ADJUSTMENT TRAINMEN, COMOUCTORS YARDMEN & ENGINEMEN R. E. KARSTETTER, GENERAL CHAIRMAN

4702 W. COMMERCIAL DR., SUITE A. NO. LITTLE ROCK. AR 72116
TELEPHONE (501) 753-0184
FAX (501) 753-0185
EMAIL: utugo569@aoi.com

Labor Relations
J.C. CROWL
ABSOCIATE CHAIRMAN
W. J. SHELTON
ASSOCIATE CHAIRMAN

March 20, 2001

360-1

1350-32

Ms. Catherine Sosso Director Labor Relations Union Pacific Railroad Company 1416 Dodge Street, Room 332 Omaha, Nebraska 68179

Dear Ms. Sosso:

The Organization appeals your decision to deny payment of relocation benefits to Mr. J.P. Sevart SSN 515-94-4026 as outlined in your letter dated March 4, 2001 file 110.61 - 20 - 326.

It is requested that the claim be placed in line for payment and failing that be listed to conference at the earliest possible date.

Yours truly,

R.E. Karstetter

KRG:kal

cc: W.J. Shelton, Local Chairman, Local 933

\\NT_SERVER\Shared\Katle\Correspondence\Sosso\Letter re pymnt of relocation benefits to JP Sevart-

· -

P. 84/85

573 893 4066

Relocation Benefits for the Hub Merger Implementing Agreement

The following information must be provided, depending upon which Option is selected.

- Option 1: Proof of actual relocation. This may take the form of a home or apartment lease or contract to purchase a new home.
- Option 2: Proof of actual relocation similar to that stated above for Option

 1. In addition it will be necessary to provide proof of current home ownership in the form of a purchase contract, warranty deed, or mortgage papers. If these documents do not contain the property's address, i.e., most only contain a description of the property, also include the most recent tax statement which should have a street address to coincide with the description of the property.
- Option 3: In addition to proof of actual relocation, it will also be necessary to provide a bona fide bill of sale of the old home.



Brotherfood of Locomotive Engineers

General Committee of Adjustment Union Pacific Railroad Central Region C.R. Rightnowar GENERAL CHAIRWAN

R.E. Rhodes 1ST VICE-CHAIRWAN

T.H. Wells 2ND VICE-CHAIRMAN

C.A. Brand SECRETAWY-TREASURER

320 Brookes Dr., Suite 115 . Hazelwood, MO 63042 . (314) 895-5858 . Fax (314) 895-0104



October 10, 2001

CERTIFIED MAIL
RETURN RECEIPT REQUESTED
7000 1670 0005 1644 0283

Ms. Catherine Sosso Director-Labor Relations Union Pacific Railroad Company 1416 Dodge Street, Room # 332 Omaha, Nebraska 68179-0323

Dear Ms. Sosso:

This has reference to our discussions related to our upcoming meeting in St. Louis, Missouri at the UP Building during the week of October 15, 2001.

The Parties agreed to conference various issues including NYD Relocation Allowances for various engineers during our upcoming conference.

The NYD Relocation Allowance claims that the Organization desires to conference includes, but is not limited to, the following:

M.O. Coats

C.W. Kerr

S.O. Boykin

D.E. Laudzers

M.A. Katricka

J.P. Sevart

In addition, numerous individuals still do not have their TPA adjusted in accordance with the various Hub Agreements. The list of individuals requesting that their NYD TPA be adjusted include, but is not limited to, the following:

S.O. Boykin

E.D. Ivey

K.G. Timmons

L.S. Crafton, Jr.

R.W. Durkin

2-7

	FD-32760	06/10/03	D	208052	14 OF 16
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Ms. Catherine Sosso October 10, 2001 Page 2

In previous correspondence, the Parties agreed to arbitrate the undisturbed rest dispute. Specifically, the issue of whether or not an engineer assigned to the GXB loses his incentive day and guaranteed days when he avails himself to undisturbed rest pursuant to the System Agreement. Please advise as to when the Carrier will be able to arbitrate this dispute.

Another dispute that needs to be listed for arbitration is the issue of who qualifies for the \$2.75 portion of the short crew allowance.

Please advise.

Yours truly,

Chala Rightin

Charles R. Rightnowar General Chairman

Union Pacific - Central Region

Brotherhood of Locomotive Engineers General Committee of Adjustment Union Pacific Railroad - Eastern Region Charles R. Rightnowar - General Chairman 300 Brookes Drive, Suites 115-118 Hazelwood, Missouri 53042 (314) 895-5858

FAX - 1	FAX - FAX - FAX - FAX - FAX
From:_	CRRIGHT WWAR - BCE
To: _	C. Sorso - up
No. of P	ages: 183

This information contained in this facsimile transmission is privileged and confidential and is intended only for use by the individual or entity named above. If the reader of has message is not the intended recipient or the agent or employee responsible for delivery of the transmission to the intended recipient you are hereby notified that dissemination, distribution or copy of this communication is strictly prohibited. If you have received this communication in error, please notify immediately by telephone and return the message to us at the above address via the United States Postal Service.

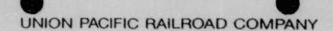
RANSMISSION VERIFICATION REPORT

TIME: 10/10/2001 13:33

DATE, TIME FAX NO. /NAME DURATION PAGE(S) RESULT MODE 10/10 13:31 14022712463 00:02:00 03 OK STANDARD ECM

Exhibit AA

TONY ZABAWA General Director-Timekeeping Operations





1815 Capitol Avenue Omaha, Nebraska 68102 Phone (402) 997-2000 Fax (402) 997-2365

October 11, 2000

Mr. Charles R. Rightnowar General Chairman, BLE 320 Brookes Dr., Suite 115 Hazelwood, MO 63042

Dear Mr. Rightnowar:

This refers to your letter dated August 18, 2000, concerning held away from home terminal time and relocation allowances claimed for Zone 3 Kansas City Hub Engineers listed in your letter.

Currently Engineers L.D. Molloy, D. R. Snyder and A. L. Chachere are assigned to Kansas City turns and are receiving held away from home terminal time at Jefferson City. Engineers M. O. Coats and C. W. Kerr are assigned to Jefferson City turns and are receiving held away from home terminal time at Kansas City per instructions from Labor Relations dated June 02, 2000. They are currently not entitled to held away time at other locations and any claims for normal or reverse held away addressed in your letter for these individuals is declined.

All claims for relocation allowances are handled directly through the office of Labor Relations and those claims addressed in your letter are declined. Any future questions concerning this subject should be addressed directly to Catherine Sosso, Director Labor Relations.

Based on the above, any claim mentioned in your letter dated August 18, 2000, must be respectfully declined.

Sincerely,

Tony Zabawa

General Director Timekeeping

Cc: Catherine Sosso – Director Labor Relations Michael Stom – Director Timekeeping

AA-1

Exhibit **BB**



Brotheshood of Locomotive Engineers

General Committee of Adjustment Union Pacific Railroad Central Region C.R. Rightnowar GENERAL CHAIRMAN

A.E. Ahodes

T.H. Wells SND VICE-CHAIRMAN

C.R. Brand

320 Brookes Dr., Suite 115 • Hazelwood, MO 63042 • (314) 895-5858 • Fax (314) 895-0104



January 12, 2002

CERTIFIED MAIL
RETURN RECEIPT REQUESTED
7001 1140 0001 0835 1341

Ms. Catherine Sosso Director-Labor Relations Union Pacific Railroad Company 1416 Dodge Street, Room # 332 Omaha, Nebraska 68179-0323

Dear Ms Sosso:

This will acknowledge receipt of your letter dated December 28, 2001 (Carrier File No. 110.61-21-326 and 110.61-20-326, 360-7) (Provided for your ready reference as Attachment "1") referencing the Parties conference and subsequent discussions of the claims for the relocation allowance of Engineer M.O. Coats and Engineer C.W. Kerr as set forth in the Kansas City Hub Merger Implementing Agreement. Pursuant to the Kansas City Hub Merger Implementing Agreement, claim has also been made for payment of all held-away-from-home terminal payments, for both engineers, associated with the relocation from Jefferson City to Kansas City, as provided in the Kansas City Hub Merger Implementing Agreement.

The version of events stated in your December 28, 2001 letter are an inaccurate depiction of the conference of these claims and our subsequent meeting and discussion of the two (2) claims in your Omaha, Nebraska, office on December 07, 2001. When these two claims, and others relocation claims, were conferenced in St. Louis, Missouri, on October 15, 2001, the Organization provided all the documentation supporting the claims for your review and consideration. During our conference discussions, you advised that upon your return to Omaha you would discuss the claims with Mr. Meredith and make an offer the resolve the claims on property.

Our discussions on December 07, 2001, was to discuss a possible settlement offer for the claims, promised in St. Louis on October 15, and not for re-conferencing of the claims. You are

correct when stating that during these discussions the Organization did not bring its entire file related to the claims to your Omaha office. During our discussions on December 07, 2001, you made no settlement offer and advised that you had yet to discuss a potential settlement offer with Mr. Meredith.

The Parties have discussed these two (2) claims, with numerous conferences, for more than a year. Each time the discussions were had, you advised that you were going to make a settlement offer. Subsequent to you statements that you were going to make a settlement offer, no offer was forthcoming. In order to achieve a resolution of the two (2) claims referenced above, and other NYD relocation allowance claims, and after the promised settlement offers had been made after almost a year of promises, the Organization properly filed for New York Dock arbitration seeking a final resolution of the claims. It appears that your office is determined to delay final resolution of this matter as long as possible. The Organization seeks resolution.

Further, the Carrier has refused to pay NYD protective benefits to Engineer M.O. Coats in its efforts to improperly seek restitution of the relocation allowance previously paid. After numerous requests, both by this office and Mr. Coats personally, for a current status report as to how much had been deducted, your office has yet to give this office, or Mr. Coats, a current accounting of how much money has been deducted from Mr. Coats entitled NYD protective payments. Identical requests, without a current account status provided, have been made for Engineer C.W. Kerr.

Additionally, this office has requested documentation as to how much HAHT has been declined for both engineers since the Carrier took the position that both engineers were not entitled to the relocation allowance and began their efforts at re-collection and began declining entitled HAHT payments at Jefferson City. Engineer Coats and Kerr are entitled to the payment of HAHT at Jefferson City pursuant to the Kansas City Hub Merger Implementing Agreement. Your office has provided no accounting, although requested on numerous occasions, for the HAHT declined for both engineers at Jefferson City.

Without waiver of the above and without waiver of any position set forth by the Organization related to these claims, and other disputed NYD relocation allowance claims, the following documentation is provided for your review.

A sampling of timeslips filed verifying how much HAHT Engineer M.O. Coats is entitled to at Jefferson City (Provided for your ready reference as Attachment "2"). The enclosed timeslips do not represent all the claims filed for HAHT at Jefferson City by Mr. Coats, as there are other claims for HAHT at Jefferson City that are not currently in the possession of the Organization. All claims for HAHT at Jefferson are incorporated by reference and made a part of the record as though fully set forth herein.

A sampling of timeslips filed verifying how much HAHT Engineer C.W. Kerr is entitled to at Jefferson City (Provided for your ready reference as Attachment "3"). The enclosed timeslips do not represent all the claims filed for HAHT at Jefferson City by Mr. Kerr, as there are other claims for HAHT at Jefferson City that are not currently in the possession of the

Organization. All claims for HAHT at Jefferson are incorporated by reference and made a part of the record as though fully set forth herein.

Carrier generated documents reveal that both Engineer M.O. Coats and Engineer C.W. Kerr were treated in a disparate manner from Engineer L.D. Molloy who also applied for and received the in lieu of relocation allowance as provided by the Kansas City Hub Merger Implementing Agreement Provided for your ready reference as Attachment "4").

Carrier generated documents reveal that both Engineer M.O. Coats and Engineer C.W. Kerr were treated in a disparate manner from Engineer J.P. Sevart who also applied for and received the in lieu of relocation allowance as provided by the Kansas City Hub Merger Implementing Agreement (Provided for your ready reference as Attachment "5").

Carrier generated documents reveal that both Engineer M.O. Coats and Engineer C.W. Kerr were treated in a disparate manner from Engineer A.L. Chachere who also applied for and received the in lieu of relocation allowance as provided by the Kansas City Hub Merger Implementing Agreement (Provided for your ready reference as Attachment "6")

Carrier generated documents reveal that both Engineer M.O. Coats and Engineer C.W. Kerr were treated in a disparate manner from Engineer D.R. Snyder who also applied for and received the in lieu of relocation allowance as provided by the Kansas City Hub Merger Implementing Agreement (Provided for your ready reference as Attachment "7").

Carrier generated records related to this dispute for Engineer M.O. Coats that have previously been made a part of the records are enclosed (Provided for your ready reference as Attachment "8").

Carrier generated records related to this dispute for Engineer C.W. Kerr that have previously been made a part of the records are enclosed (Provided for your ready reference as Attachment "9").

Correspondence pertaining to this dispute previously made a part of the record in enclosed (Provided for your ready reference as Attachment "10").

All other Carrier generated documents surrounding this dispute, not provided herein, are incorporated by reference into this document as though fully set forth herein.

All other correspondence between the Parties and documents provided to the Carrier by the Claimants, not provided herein, is incorporated by reference into this letter as though fully set forth herein.

All documents previously conferenced by the Parties related to the relocation allowance claim of Engineer S.M. Jungers are enclosed (Provided for your ready reference as Attachment "11").

All other Carrier generated documents surrounding this dispute, not provided herein, are incorporated by reference into this document as though fully set forth herein.

All other correspondence between the Parties and documents provided to the Carrier by the Claimants, not provided herein, is incorporated by reference into this letter as though fully set forth herein.

All documents previously conferenced by the Parties related to the relocation allowance claim of Engineer D.E. Luadzers are enclosed (Provided for your ready reference as Attachment "12"). At conference, you advised that the only remaining issue that would determine whether or not Engineer Luaders was entitled to the relocation allowance was whether or not his relocation left him farther away from his new work assignment or nearer his new work assignment. Documents provided herein establishes that Engineer Luaders is entitled to the payment of the relocation allowance as set forth in the Kansas City Hub Merger Implementing Agreement.

All other Carrier generated documents surrounding this dispute, not provided herein, are incorporated by reference into this document as though fully set forth herein.

All other correspondence between the Parties and documents provided to the Carrier by the Claimants, not provided herein, is incorporated by reference into this letter as though fully set forth herein.

All documents previously conferenced by the Parties related to the relocation allowance claim of Engineer D.E. M.A. Katricka are enclosed (Provided for your ready reference as Attachment "13").

All other Carrier generated documents surrounding this dispute, not provided herein, are incorporated by reference into this document as though fully set forth herein.

All other correspondence between the Parties and documents provided to the Carrier by the Claimants, not provided herein, is incorporated by reference into this letter as though fully set forth herein.

All documents previously conferenced by the Parties related to the relocation allowance claim of Engineer S.O. Boykin are enclosed (Provided for your ready reference as Attachment "14"). As agreed to in conference, Engineer S.O. Boykin was treated in a disparate manner than Engineer E.K. Ivey who also left his position as a company manager during the same time frame as did Engineer Boykin. You advised that the decision not to pay Engineer Boykin the relocation allowance (E.K. Ivey was paid the NYD relocation allowance) might have been precipitated by internal company politics and further, that you felt that Engineer Boykin was entitled to the relocation allowance due to the fact that same had been paid to Engineer E.K. Ivey. You advised that you would confer with your superiors and try to pay the relocation allowance claim as you felt that Engineer Boykin was entitled to payment of the relocation allowance.

All other Carrier generated documents surrounding this dispute, not provided herein, are incorporated by reference into this document as though fully set forth herein.

All other correspondence between the Parties and documents provided to the Carrier by the Claimants, not provided herein, is incorporated by reference into this letter as though fully set forth herein.

At conference, you advised that all issues of adjustments of NYD protective payments should properly be referred to Ms. Marilyn Ahart of the Protection Bureau.

All claims for NYD relocation allowances are supported by the in lieu of arrangements negotiated in the St. Louis, Kansas City and North Little Rock/Pine Bluff Hub Merger Implementing Agreements.

If after a review of the documents provided herein, you are unable to pay the relocation allowance claims, stand advised that the Organization still requests NYD expedited arbitration to resolve the disputes.

As agreed to by the Parties previously, the Organization is agreeable to John B. LaRocco as the arbitrator.

The Carrier is advised that as of this date, your office has provided no documents to this office supporting the Carrier's position related to these in lieu of NYD relocation allowance claims. As such, based upon the position set forth in your December 28, 2001, letter, the Carrier is barred from using any document in arbitration not previously provided to the Organization.

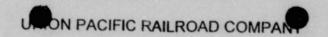
Please advise.

Chale Lightima

Charles R. Rightnowar General Chairman

Union Pacific - Central Region

ATTACHMENT "1"



1416 DODGE STREET OMAHA, NEBRASKA 68179



December 28, 2001 Files: 110.61-21-326 110.61-20-326 360-7

MR C R RIGHTNOWAR
GENERAL CHAIRMAN BLE
320 BROOKES DR STE 115-118
HAZELWOOD MO 63042

RE:

Relocation Claims

Dear Sir:

This refers to my letter dated November 16, 2001, and our discussion in my office on Friday, December 7, 2001, concerning the handling of the relocation disputes. On both occasions you did not come prepared with the your files and documentation concerning these claims. In order to fully address the issues associated with the Claimants you have identified, I asked you to provide copies of the documents you are relying on in support of your claims so I may fully respond to your requests for payment.

This request is to ensure we have complete exchange of information so I can make informed decisions regarding any potential on property resolution of these claims prior to proceeding to party-pay New York Dock arbitration. Once I receive this information, I will promptly respond in writing.

To date, I have not received any of the requested information. I do not consider these cases ripe for arbitration until we conclude the on property handling by fully documenting our respective positions.

As I advised, once we conclude the on property handling, I have committed to scheduling arbitration of any outstanding claims as expeditiously as possible.

Sincere regards,

Catherine Sosso

Director Labor Relations

Exhibit CC

UNION PACIFIC RAILFOAD COMPANY

1416 DODGE STREET OMAHA, NEBRASKA 68179



March 5, 2002

Files: 110.61-10 (326)

110.61-10 (326) 110.61-10 (326)

VIA FACSIMILE & Overnight Mail

MR C R RIGHTNOWAR GENERAL CHAIRMAN BLE 320 BROOKES DR STE 115-118 HAZELWOOD MO 63042

RE: Relocations

Dear Sir:

This acknowledges receipt of your letter dated January 12, 2002, in this office on January 22, 2002, concerning our meetings to discuss your appeal of various relocation allowance applications.

Once again, you mischaracterize the Carrier's handling and representations in conference. You presented your position without providing the supporting documentation when we met on October 10, 2001, and again on December 7, 2001. On November 16, 2001, I advised I would review the Carrier's files. The positions you took during our meeting were not documented in all cases and requested further exchange of documentation the week of December 4, 2001, when you were in Omaha. You did not bring any files resulting in my December 28, 2001, letter.

Although we discussed potential settlement of several cases, I never made any representations that I agreed with your positions or that settlement offers would be forthcoming. I listened to your verbal representations and responded by reiterating the record as it stands was void of any information to warrant any further payment but I would take into consideration any supplemental documentation of your positions. Your procedural gyrations and misrepresentations are offensive and contrary to fostering open discussions in efforts to resolve disputes on the property. You continue to torpedo the Carrier's good faith efforts to bring all issues to the table for open discussion and possible resolution on the property.

The following are my comments based on my review of the records I received from your office on January 22, 2002.

SM Jungers (Attachment "11"). You failed to provide any documentation or information to support your position Mr. Jungers alleged relocation from Jefferson City to St. Louis was a result of the merger and not a seniority move. His permanent address on file with the Carrier is Jefferson City and he is working in the RE05 pool out of Jefferson City. Enclosed is a copy of the certified receipt signed by Mr. Jungers at his Jefferson City home. The lease agreement you provided with your letter dated January 12, 2002, is for one year commencing 10/23/00 and the deadline for applying for the relocation expired October 31, 2000. Therefore, the claim is denied.

DE Luadzers (Attachment "12"). Based on the additional documentation provided to you by Local Chairman A.L. Tinney and forwarded with your January 12, 2002, letter, including evidence

of current residency in Blue Springs, Missouri, I am agreeable to payment of the \$20,000. 00 relocation allowance without prejudice. Please sign the attached settlement letter and return a copy to this office for processing.

MA Katricka (Attachment "13"). No additional documentation to support the claim was provided. Conductor Katricka is working in St. Louis and resides in the St. Louis area. Nothing was provided to warrant a reversal of the Carrier's position her assignment to Dexter was not a result of the merger. See Carrier's prior correspondence and letter dated November 16, 2001. Claim denied.

SO Boykin (Attachment "14"). I take serious exception to your characterization of our discussions and there is no basis in fact for any of your allegations. Based on the documents you provided, neither Mr. Boykin nor Mr. Ivey are entitled to the relocation benefits. I will investigate recollection of the payment to Mr. Ivey.

MO Coats (Attachment "2") and CW Kerr (Attachment "3"). I previously provided the current accounting of the recollection of the relocation allowances paid to Mr. Coats and Mr. Kerr for their alleged relocation to Kansas City from Jefferson City, Missouri. I am not agreeable to any proposed settlement in view of the fact both Mr. Coats and Mr. Kerr failed to comply with the conditions of the Merger Implementing Agreement by actually relocating and remaining in Kansas City. Both employees reside at Jefferson City and hold Jefferson City pool turns. There is no agreement provision providing for payment of HAHT at the employee's home terminal. Moreover, these engineers received HAHT and lodging at Kansas City based on their residency in Jefferson City and assignment to Jefferson City in the pool turns. Nevertheless, you progressed time claims for HAHT at Jefferson City. Any claims associated with these bogus claims for HAHT are the proper subject for handling with Mr. McBratney in the usual manner pursuant to the System Agreement — Claims Handling Process.

The issue properly before me is the recollection of relocation payments paid in error to Mr. Coats and Mr. Kerr. These employees fraudulently submitted claims for payment in violation of the Agreement and NYD conditions. They are subject to dismissal for dishonestly. As stated in previous correspondence, there is nothing to preclude this office from notifying the Service Unit to pursue this course of action. However, former Director Andrea Gansen elected to pursue recollection of relocation allowances due to Mr. Coats' and Mr. Kerr's refusal to sign recollection agreements. Moreover, you wrote to Assistant Director TM Stone on June 15, 2000, endorsing discipline as a proper method to handle such disputes. (copy attached). You claim disparate treatment citing the names of several employees who allegedly received relocation allowances under similar circumstances. You failed to provide any factual information regarding these allegations. You provided nothing in your January 12, 2002, Attachments 4-10, to support your position. I will advise the auditors to investigate the improper payment to the employees identified. The computer printouts you provided are meaningless. Finally, you provided no information warranting a change in the Carrier's position set forth in writing to your office prior to the time I replaced Ms. Gansen. Accordingly, all claims are denied.

Sincere regards,

Catherine Sosso

Director Labor Relations

Attachments

Copy to:

Rock

McBratney Ahart CC-2

UNION PACIFIC RAILROAD COMPANY

1416 DODGE STREET OMAHA, NEBRASKA 68179



December 28, 2001 Files: 110.61-21-326 110.61-20-326

360-7

MR C R RIGHTNOWAR GENERAL CHAIRMAN BLE 320 BROOKES DR STE 115-118 HAZELWOOD MO 63042

RE:

Relocation Claims

Dear Sir:

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This request is to ensure we have complete exchange of information so I can make informed decisions regarding any potential on property resolution of these claims prior to proceeding to party-pay New York Dock arbitration. Once I receive this information, I will promptly respond in writing.

To date, I have not received any of the requested information. I do not consider these cases ripe for arbitration until we conclude the on property handling by fully documenting our respective positions.

As I advised, once we conclude the on property handling, I have committed to scheduling arbitration of any outstanding claims as expeditiously as possible.

Sincere regards,

Catherine Sosso

Director Labor Relations

CC-3

UNION PACIFIC RAILROAD COMPANY

1416 DODGE STREET OMAHA, NEBRASKA 68179



November 16, 2001 Files: 110.61-21-326 110.61-20-326 360-7

VIA U.S. Mail

MR C R RIGHTNOWAR GENERAL CHAIRMAN BLE 320 BROOKES DR STE 115-118 HAZELWOOD MO 63042

Dear Sir:

This refers to our meeting in St. Louis on October 16, 2001, regarding applications for in lieu of relocation under various Hub agreements. The following is a recap of our discussions:

> J.P. Sevart -- I provided documentation of payment for your information.

D.E. Laudzers – You are to provide additional documentation as proof of his actual relocation to Kansas City during the hold down period for my further review.

M.A. Katricia – This claim was originally filed by former General Chairman Thompson and subsequently appealed by UTU General Chairman Karstetter. Former Director Gansen requested additional documentation – none was forthcoming and the claim was denied

> S.O. Boykin - I am reviewing your position and will respond by December 15.

- S. M. Jungers You are to provide documentation of home ownership/sale and proof of actual relocation to St. Louis during the two year hold down.
- T.E. Little The Carrier will allow \$10,000 without prejudice to it's position. Payment will be forthcoming.
- T.R. Brumme Carrier records indicate he is living in Bloomington and has not relocated to Villa Grove.
- > T.E. Bryan --- The Parties have closed their files on this matter.
- ➤ M.O. Coats and C.W. Kerr I advised I will review your position and respond in writing by December 15.

We discussed scheduling another meeting to review the open items listed. I suggest we jointly review any additional documentation when you are in Omaha for Section 6 meetings the week of December 4.

You also listed the names of several employees requesting adjustment of their TPAson your request for conference. I advised Director Protection, Marilyn Ahart, is the Carrier Officer responsible for grievances related to payment and computation of TPAs. Please contact her office to progress any such claims.

Sincere regards,

Catherine Sosso Director Labor Relations CC-4

A Received by (Please Print Clearly) B Date of Deliver C. Signature X./
Value 1988 Cifferent from Home 12
If YES, enter delivery address below: No
Service Type Certified Mail Registered Return Receipt for Merchandise C.O.D.
Restricted Delivery? (Extra Fee)



Brotherhood of RECID Locomotive Enginee SCANNED UN 19 2000

General Committee of Adjustment Union Pacific Railroad Eastern Region 320 Brookes Dr., Suite 115 • Hazelwood, MO 63042 • (314) 895-5858 • Fax (314) 895-0104

Lauvi noiauviio

D.W. Thurston



1227344 1557344

June 15, 2000

CERTIFIED MAIL 7099 3400 0003 2972 2478 RETURN RECEIPT REQUESTED

Mr. Terry Stone Assistant Director-Labor Relations Union Pacific Railroad Company 1416 Dodge Street, Room #332 Omaha, Nebraska 68179-0323

> **RE: Discipline Appeal** Engineer: James R. Coleman

Discipline Notice No. 00LK040

Dear Sir:

This to appeal the decision of Superintendent Jerry Everett to assess permanent discharge against Engineer James R. Coleman (SS#432-90-2419), pursuant to Discipline Notice 00LK040, dated April 21, 2000, requesting immediate reinstatement, claiming full back pay (including time attending investigation), fringe benefits, vacation and seniority rights unimpaired, and the clearing of this notation of discipline from Engineer Coleman's record.

The Carrier's assessment of discipline is procedurally flawed in the failure to date the completion of the transcript within the Transcribers Certification; precedential, onproperty Awards have held that it is improper to assess discipline prior to the completion of the transcript, by the deletion of the completion date from this transcript, the Carrier is concealing evidence that the decision to discipline the Claimant was made prior to the completion of the transcript. Concealment of material, relevant facts, related to procedural objections, does not prevent application of these facts by presumption. It is the Carrier's burden to show when the transcript was completed (as this information is exclusively within its control), and a failure to provide this information, raises the presumption against the Carrier.

CC6

Manager of Train Operations, David Lancaster, testified that Superintendent Jerry Everett was involved in both the pre-investigation and decision to charge Engineer Coleman (Tr. at pp. 12, 16); as such, Superintendent Everett prejudged the guilt of Engineer Coleman, and improperly assessed the discipline of Level 5-permanent discharge. It is a practice on this property, to insure fairness and impartiality, that a Superintendent who was not involved in the pre-investigation and decision to charge an employee, be assigned to make a careful review of the cord, and assess discipline, if just cause exists. Mr. Everett's "behind the scene" actions, prejudging the guilt of Engineer Coleman, deprives Engineer Coleman of any fairness or impartiality.

Engineer Coleman, a twenty-seven year employee (Tr. at pp. 7, 10), with an "excellent" record (Tr. at p. 31), did not intentionally falsify any documents; he clearly testified that it was his "understanding" that one switching move requires payment of a minimum of one hour arbitrary payment (Tr. at p. 79). The auditor, an employee with less than two years experience, interjected evidence unrelated to terminal switching, supplying data as to terminal delay times, outside the scope of the Notice of Charges (Tr. at pp. 22, 37), admitted that he only had a "general understanding" of the Collective Bargaining Agreement provisions as to terminal switching (Tr. at 46, 56), did not know the geographical terminal switching limits (Tr. at p. 50), and used "approximated," and "estimated" times to construct his evidence (Tr. at pp. 54, 55).

The Carrier, if it disagreed, could decline the claim submitted by Engineer Coleman, wherein the undersigned could appeal for payment through the normal time claim procedures. This was done as to the brakeman, Matthew Hare (Tr. at p. 41; see also, last entry, investigation Transcript Exhibit "D"), and could have just as easily been done as to Engineer Coleman's time claim. Moreover, it is disparate treatment to decline one employee's claim, and permanently discharge another employee on the same crew for his claim.

Were this not enough, Engineer Coleman was never paid for the terminal switching claim for which the Carrier has now permanently discharged him.

It is shocking that the Carrier has discharged a twenty-seven year employee with an excellent record over a disputed claim of \$31.11 (Tr. at p. 27), for which he was never paid, and which could have easily been declined. Instead of watching the crew, why didn't the auditors and/or MTO Lancaster talk to the crew, to clear up any misunderstandings, and to permit any disputed claims to be handled through the normal time claim procedures?

The disparate treatment accorded Engineer Coleman is further heightened by the fact that various Engineers have been accused (but not charged) with allegedly falsifying claims for lump sum allowances, where the Carrier instead of charging these employees, holding investigations, and disciplining these employees, has offered to allow these employees to repay the full amount of the lump sum allowances, either in one payment, or by payroll deduction either in a twelve month, eighteen month, or twenty-four month method (see Carrier file 110.61-21.326, involving Engineers T. E. Bryan, M. O. Coats, C.

W. Kerr, and B. W. Kopaskey). These Engineers are accused of allegedly taking relocation lump sum payments of \$20,000 to \$30,000, far more than the \$31.11 for which the Carrier has permanently discharged a twenty-seven year excellent employee, who, in fact, never received the \$31.11.

Please forward all records contained in Carrier file 110.61-21.326 involving the above named Engineers and any other employees contained in said file; further, I have been advised that the reverse held-away-from-home allowances paid these Engineers have been "forgiven" as to each, and I hereby request the total amounts "forgiven" as to each of these employees.

Please advise.

Sincerely,

Charles R. Rightnowar

			-			
RECOVERY	7/15/0			Under:	COATS	
R/682						
		RELO		PROT. PYMNT		
NAME	SSN	RCVD.	MO/YR	DEDUCTED	BAL. DUE	
COATS, M.O.	490-56-9764	\$30,000.00	Jun-00	\$1,754.60	\$28,245.40	
			Jul-00	\$509.11	\$27,736.29	
			Aug-00	\$2,225.59	\$25,510.70	
			Sep-00	\$1,581.80	\$23,928.90	
			Oct-00	\$1,060.58	\$22,868.32	
			Nov-00	\$905.67	\$21,962.65	
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			May-01	\$34.35	\$15,928.38	
		Jun-01	\$1,493.58	\$14,434.80		
		Jul-01	NONE	\$14,434.80		
		Aug-01	\$752.67	\$13,682.13		
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			Oct-01	\$1,011.97	\$12,433.13	
			Nov-01	\$746.46	\$11,686.67	
			Dec-01	\$1,038.55	\$10,648.12	
			Jan-02	\$1,222.99	\$9,425.13	
				\$20,574.87		

RECOVERY	7/15/0			Under:	KERR CW
R/682					
		RELO		PROT. PYMNT	
NAME	SSN	RCVD.	MO/YR	DEDUCTED	BAL. DUE
C. W. KERR	499-44-8247	\$20,000.00	Jul-01	NONE	\$20,000.00
			Aug-01	\$61.64	\$19,938.36
			Sep-01	3-	\$19,938.36
			Oct-01	\$-	\$19,938.36
			Nov-01	\$-	\$19,938.36
			Dec-01	\$458.16	\$19,480.20
			Jan-02	\$-	\$19,480.20
			Feb-02		
	1	1	Mar-02		
			Apr-02		
			May-02		
			Jun-02		
			Jul-02		

Exhibit DD



Brotherhood of Locomotive Engineers

General Committee of Adjustment Union Pacific Railroad Central Region C.R. Alightnowar GENERAL CHAIRMAN

R.E. Rhodes

T.H. Wells 2ND VICE-CHRIRAMA

C.R. Brand SECRETARY-TREASURER

320 Brookes Dr., Suite 115 . Hazelwood, MO 63042 . (314) 895-5858 . Fax (314) 895-0104



April 02, 2002

CERTIFIED MAIL
RETURN RECEIPT REQUESTED
7000 1670 0005 1643 3605

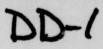
Mr. R.D. Rock Director-Labor Relations Union Pacific Railroad Company 1416 Dodge Street, Room # 332 Omaha, Nebraska 68179-032

Dear Sir:

This has reference to a letter addressed to the undersigned dated March 05, 2002 (Provided for your ready reference as Attachment "1") from your predecessor, Ms. Catherine Sosso, wherein she discussed various claims for relocation allowances and associated claims for reverse HAHT, where applicable. This office has been advised that Ms. Sosso's duties have now been assigned to your office. If this is not correct, please advise to the contrary.

In her March 05, 2002 letter, Ms. Sosso made statements that are factually incorrect. At our October 10, 2001 meeting, in St. Louis, Missouri, with Vice-Chairman TH Wells present, the Organization was in possession of documentation supporting all of the claims addressed for payment of relocation allowances and reverse HAHT, for both Engineers MO Coats and CW Kerr. During conference, all documents were discussed and reviewed by the Organization and Ms. Sosso. Ms. Sosso made no request for copies of the supporting documents. Subsequent to our October 10, 2001, conference, all supporting documents were provided to Ms. Sosso's office and are now in your possession.

It was agreed at our October 10, 2001, conference that the Parties would discuss the relocation claims again during the week of December 04, 2001, in an attempt to reach resolution. Since all supporting documents were provided to Ms. Sosso during our October 10, 2001, conference, no need existed to provide them again during our December 04, 2001, meeting. Again, our discussions during the week of December 04,



2001, meeting was for possible resolution and not discussion of documents previously discussed at conference.

I will respond to each case addressed in Ms. Sosso's letter of March 05, 2002.

SM Jungers:

Engineer SM Jungers properly relocated pursuant to the "in lieu of" conditions set forth in the St. Louis Hub Merger Implementing Agreement. In her letter of March 05, 2002, Ms. Sosso readily admits that Engineer Jungers relocation was within the time limits set forth in the St. Louis Hub Agreement. As such, Mr. Jungers is entitled to the payment of the \$20,000 allowance as a homeowner. The Carrier has not successfully challenged Engineer Jungers' relocation to St. Louis. Arguments related to joint leasing of an apartment are insufficient to deny the claim. Upon proof of sale of his Jefferson City, Missouri property, he would be entitled to the payment of the additional \$10,000 as set forth in the St. Louis Hub Merger Implementing Agreement.

As you are well aware, under the St. Louis Hub Merger Implementing Agreement engineers have two (2) years to apply for a relocation allowance. Even after application, until final sale of the property, nothing precludes an individual from keeping a residence at the previous location.

Without waiver of the above, Engineer SM Jungers would be is entitled to the payment of the additional \$10,000 in view of the fact that he sold his home in accordance with Side Letter No. 5 of the St. Louis Hub Merger Implementing Agreement, after the Agreement had been signed but before implementation.

All positions taken and documents presented in the on-property handling of this claim are incorporated by reference as though fully set forth herein.

DE Luadzers:

The Organization has executed the agreement to pay Engineer DE Luadzers \$20,000 with entitlement to the additional \$10,000 upon proof of sale of his home. Please provide evidence of actual payment as promised by Ms. Sosso.

MA Katricka:

As set forth previously, the Organization stand on the record of the on-property handling.

All positions taken and documents provided in the on-property handling are incorporated by reference as though fully set forth herein.

SO Boykin:

As previously set forth, Engineer SO Boykin and Engineer ED Ivey are in an identical circumstance. In view of the fact that Engineer Ivey has been paid the relocation allowance, failure to pay the same relocation allowance to Engineer SO Boykin represents disparate treatment. During conference and in her letter of March 05, 2001, Ms. Sosso concedes that both engineers are in the identical circumstance. The Organization would strenuously object to a recollection of the relocation allowance paid to Engineer Ivey at this late date. As such, Engineer Boykin is entitled to the payment of the relocation allowance as has previously been paid to Engineer Ivey as their claims comport to the same factual circumstances.

All necessary supporting documentation has been provided to the Carrier in previous on-property handling on this claim and are incorporated by reference.

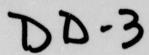
MO Coats and CW Kerr:

As to the Carrier's improper recollection of the relocation allowance paid to both Mr. Coats and Mr. Kerr, stand advised that Ms Gansen's original recollection letter set forth that Mr. Coats had improperly been paid a total of \$20,700 in relocation benefits. Pursuant to Ms. Sosso's March 05, 2002, letter, the Carrier has, as of January of 2002, recollected \$20,574.87. These deductions would leave a balance due of \$125.13, and not \$9,425.13 as contended by the Carrier, after January of 2002. Please provide this office with a current account balance for both Mr. Coats and Mr. Kerr.

It is the position of the Organization that both Mr. Coats and Mr. Kerr properly relocated to Kansas City in accordance with the "in lieu of' provisions of the Kansas City Hub Merger Implementing Agreement and, as such, would be entitled to the payment of reverse HAHT at Jefferson City as claimed (See Side Letter No. 7 of the Kansas City Hub Merger Implementing Agreement). Ms. Sosso's argument that these claims for reverse HAHT should have been progressed to Mr. McBratney is a not so thinly veiled effort to engage in a "shell game" attempting to manufacture a procedural defect, when none exists.

Ms. Sosso's predecessor, Ms. Gansen, by letter dated August 15, 2000 (Carrier File No. 110.61-20-326)(Provided for your ready reference as Attachment "2"), advised that the claims filed to her by the undersigned dated August 10, 2000, had been denied confirming that the claims had been properly filed with her office and verifying that her office would handle the entire dispute of relocation allowance and reverse HAHT payments due to both Mr. Coats and Mr. Kerr.

In addition, General Director – Timekeeping Operations AA Zabawa advised by letter dated October 11, 2000 (Provided for your ready reference as Attachment "3"), that Ms. Sosso would handle this dispute. Still further, Mr. McBratney advised my representative, Mr. CR Brand, that Ms. Sosso's office would handle all claims for reverse HAHT filed by Mr. Kerr and/or Mr. Coats (Provided for your ready reference as Attachment "4").



Now, on March 05, 2002, and for the first time, Ms. Sosso takes the position that she is not the proper officer to handle the reverse HAHT claims associated with the relocation of Mr. Coats and Mr. Kerr to Kansas City from Jefferson City. In taking this new, frivolous position more than twenty (20) months after this dispute has been handled on the property, including many conferences, the Carrier is presenting an "eleventh-hour" bogus manufactured procedural argument completely devoid of merit that is symbolic of their "bad faith" dealings with the Organization related to these NYD claims.

All along the Carrier has contended that Engineer Coa's and Kerr had not properly relocated to Kansas City based upon the fact that they had leased an apartment in Kansas City and still maintained an additional residence in the vicinity of Jefferson City. Other engineers who applied and received the relocation allowance, both before and after Engineer MO Coats and Engineer CW Kerr applied and received their relocation allowance, including, but not limited to, LD Molloy, DR Snyder, and JP Sevart, also lived in apartments in Kansas City. All of these individuals were paid the relocation allowance, and have continued to draw reverse HAHT at Jefferson City, suffering no recollection effort.

Further, the Carrier took the position that since Mr. Coats and Mr. Kerr still maintained a 573 area code for their telephone number, this proved they did not actually relocate to Kansas City. As you are well aware, without waiver of the fact that nothing precludes an individual from having a telephone number with a 573 area code, cellular telephones work nationwide. As such, these arguments are without substance.

The computer printouts provided in my January 12, 2002, letter to Ms. Sosso supports the position of the Organization that Mr. Coats and Mr. Kerr have been singled out and treated differently from other engineers in identical circumstances and, thus, have been subjected to disparate treatment.

In the Kansas City Hub Merger Implementing Agreement, the Parties negotiated an "in lieu of" relocation allowance for engineers desiring to relocate. These "in lieu of" relocation provision supersede the normal application of New York Dock conditions. So long as an engineer complied with the express conditions of the "in lieu of" conditions set forth in the Kansas City hub Merger Implementing Agreement, he/she is entitled to the specific payments set forth in the Agreement.

Any argument that Engineer Coats and Engineer Kerr did not properly relocate pursuant to the "in lieu of" conditions set forth in the Kansas City Hub Merger Implementing Agreement is completely unsupported by the evidentiary record as set forth in the on-property handling. Relocation to Kansas City entitles both Engineer Coats and Kerr to the payment of reverse HAHT at Jefferson City as contended in the original claim dated August 10, 2000.

After relocation, both Mr. Coats and Mr. Kerr changed their home addresses in the company computer to verify that they had relocated to Kansas City. For unknown reasons, the Carrier unilaterally returned both engineers to Jefferson City. After a period of time, due to the Carrier's recollection efforts, both engineers involuntarily returned to Jefferson City, without waiver of their positions that they had properly relocated to Kansas City in accordance with the Kansas City Hub Merger Implementing Agreement and entitled to the payment of the relocation allowance and related reverse HAHT at Jefferson City.

Based upon all of the above, including all correspondence generated by the Parties in the on-property handling, which is incorporated by reference into this letter as thought fully set forth herein, Engineer MO Coats and Engineer CW Kerr are entitled to the payment of the relocation allowance as set forth in the Kansas City Hub Merger Implementing Agreement, and all reverse HAHT at Jefferson City, as originally claimed by the Organization.

All positions taken and documents presented in the on-property handling are incorporated by reference into this letter as though fully set forth herein.

In view of the fact that Ms. Sosso has clearly declined the claims listed herein, the Organization requests that all claims for relocation allowances and reverse HAHT, where applicable, listed above be submitted to expedited New York Dock arbitration.

As has previously been advised, the Organization would be agreeable to John B. LaRocco as the New York Dock arbitrator.

Please advise.

cc:

Yours truly,

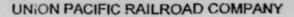
Charles R. Rightnowar General Chairman

Charles Rightim

Union Pacific - Central Region

DM Hahs, President, BLE MO Coats. Engineer, BLE CW Kerr, Engineer, BLE Harold A Ross, General Counsel, BLE ID

ATTACHMENT "1"



1416 DODGE STREET OMAHA NEBRASKA 68179



March 5, 2002

Files: 110.61-10 (326)

110.61-10 (326)

VIA FACSIMILE & Overnight Mail

MR C R RIGHTNOWAR GENERAL CHAIRMAN BLE 320 BROOKES DR STE 115-118 HAZELWOOD MO 63042

RE: Relocations

Dear Sir.

This acknowledges receipt of your letter dated January 12, 2002, in this office on January 22, 2002, concerning our meetings to discuss your appeal of various relocation allowance applications.

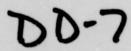
Once again, you mischaracterize the Carrier's handling and representations in conference. You presented your position without providing the supporting documentation when we met on October 10, 2001, and again on December 7, 2001. On November 16, 2001, I advised I would review the Carrier's files. The positions you took during our meeting were not documented in all cases and requested further exchange of documentation the week of December 4, 2001, when you were in Omaha. You did not bring any files resulting in my December 28, 2001, letter.

Although we discussed potential settlement of several cases, I never made any representations that I agreed with your positions or that settlement offers would be forthcoming. I listened to your verbal representations and responded by reiterating the record as it stands was void of any information to warrant any further payment but I would take into consideration any supplemental documentation of your positions. Your procedural gyrations and misrepresentations are offensive and contrary to fostering open discussions in efforts to resolve disputes on the property. You continue to torpedo the Carrier's good faith efforts to bring all issues to the table for open discussion and possible resolution on the property.

The following are my comments based on my review of the records I received from your office on January 22, 2002.

SM Jungers (Attachment "11"). You failed to provide any documentation or information to support your position Mr. Jungers alleged relocation from Jefferson City to St. Louis was a result of the merger and not a seniority move. His permanent address on file with the Carrier is Jefferson City and he is working in the RE05 pool out of Jefferson City. Enclosed is a copy of the certified receipt signed by Mr. Jungers at his Jefferson City home. The lease agreement you provided with your letter dated January 12, 2002, is for one year commencing 10/23/00 and the deadline for applying for the relocation expired October 31, 2000. Therefore, the claim is denied.

DE Luadzers (Attachment "12"). Based on the additional documentation provided to you by Local Chairman A.L. Tinney and forwarded with your January 12, 2002, letter, including evidence





of current residency in Blue Springs, Missouri, I am agreeable to payment of the \$20,000. 00 relocation allowance without prejudice. Please sign the attached settlement letter and return a copy to this office for processing.

MA Katricka (Attachment "13"). No additional documentation to support the claim was provided. Conductor Katricka is working in St. Louis and resides in the St. Louis area. Nothing was provided to warrant a reversal of the Carrier's position her assignment to Dexier was not a result of the merger. See Carrier's prior correspondence and letter dated November 16, 2001. Claim denied.

SO Boykin (Attachment "14"). I take serious exception to your characterization of our discussions and there is no basis in fact for any of your allegations. Based on the documents you provided, neither Mr. Boykin nor Mr. Ivey are entitled to the relocation benefits. I will investigate recollection of the payment to Mr. Ivey.

MO Coats (Attachment "2") and CW Kerr (Attachment "3"). I previously provided the current accounting of the recollection of the relocation allowances paid to Mr. Coats and Mr. Kerr for their alleged relocation to Kansas City from Jefferson City, Missouri. I am not agreeable to any proposed settlement in view of the fact both Mr. Coats and Mr. Kerr failed to comply with the conditions of the Megger Implementing Agreement by actually relocating and remaining in Kansas City. Both employees reside at Jefferson City and hold Jefferson City pool turns. There is no agreement provision providing for payment of HAHT at the employee's home terminal. Moreover, these engineers received HAHT and lodging at Kansas City based on their residency in Jefferson City and assignment to Jefferson City in the pool turns. Nevertheless, you progressed time claims for HAHT at Jefferson City. Any claims associated with these bogus claims for HAHT are the proper subject for handling with Mr. McBratney in the usual manner pursuant to the System Agreement – Claims Handling Process.

The issue properly before me is the recollection of relocation payments paid in error to Mr. Coats and Mr. Kerr. These employees fraudulently submitted claims for payment in violation of the Agreement and NYD conditions. They are subject to dismissal for dishonestly. As stated in previous correspondence, there is nothing a preclude this office from notifying the Service Unit to pursue this course of action. However, former Director Andrea Gansen elected to pursue recollection of relocation allowances due to Mr. Coats' and Mr. Kerr's refusal to sign recollection agreements. Moreover, you wrote to Assistant Director TM Stone on June 15, 2000, endorsing discipline as a proper method to handle such disputes. (copy attached). You claim disparate treatment citing the names of several employees who allegedly received relocation allowances under similar circumstances. You falled to provide any factual information regarding these allegations. You provided nothing in your January 12, 2002, Attachments 4-10, to support your position. I will advise the auditors to investigate the improper payment to the employees identified. The computer printouts you provided are meaningless. Finally, you provided no information warranting a change in the Carrier's position set forth in writing to your office prior to the time I replaced Ms. Gansen. Accordingly, all claims are denied.

Sincere regards.

Catherine Sosso

Director Labor Relations

Attachments

Copy to:

Rock McBratney Ahart



UNION PACIFIC RAILROAD COMPANY

1416 DODGE STREET OMAHA, NEBRASKA 68175



December 28, 2001 Files: 110.61-21-326 110.61-20-326 360-7

MR C R RIGHTNOWAR
GENERAL CHAIRMAN BLE
320 BROOKES DR STE 115-118
HAZELWOOD MO 62042

RE:

Relocation Claims

Dear Sir.

This refers to my letter dated November 16, 2001, and our discussion in my office on Friday, December 7, 2001, concerning the handling of the relocation disputes. On both occasions you did not come prepared with the your files and documentation concerning these claims, in order to fully address the issues associated with the Claimants you have identified, I asked you to provide copies of the documents you are relying on in support of your claims so I may fully respond to your requests for payment.

This request is to ensure we have complete exchange of information so I can make informed decisions regarding any potential on property resolution of these claims prior to proceeding to party-pay New York Dock arbitration. Once I receive this information, I will promptly respond in writing.

To date, I have not received any of the requested information. I do not consider these cases ripe for erbitration until we conclude the on property has alling by fully documenting our respective positions.

As I advised, once we conclude the on property handling, I have committed to scheduling arbitration of any outstanding claims as expeditiously as possible.

Sincere regards,

Catherine Sosso

Director Labor Relations

UNION PACIFIC RAILROAD COMPANY

1416 DODGE STREET OMAHA NEBRASKA 88179



November 16, 2001 Files: 110.61-21-326 110.61-20-326 360-7

VIA U.S. Mail

MR C R RIGHTNOWAR GENERAL CHAIRMAN BLE 320 BROOKES DR STE 115-118 HAZELWOOD MO 63042

Dear Sir:

This refers to our meeting in St. Louis on October 16, 2001, regarding applications for in lieu of relocation under various Hub agreements. The following is a recap of our discussions:

> J.P. Sevart - I provided documentation of payment for your information.

> D.E. Laudzers - You are to provide additional documentation as proof of his actual relocation to Kansas City during the hold down period for my further review.

> M.A. Katricia - This claim was originally filed by former General Chairman Thompson and subsequently appealed by UTU General Chairman Karstetter. Former Director Gansen requested additional documentation - none was forthcoming and the claim was denied

➤ S.O. Boykin — I am reviewing your position and will respond by December 15.

> S. M. Jungers - You are to provide documentation of home ownership/sale and proof of actual relocation to St. Louis during the two year hold down.

> T.E. Little - The Carrier will allow \$10,000 without prejudice to it's position. Payment will be forthcoming.

> T.R. Brumme - Carrier records indicate he is living in Bloomington and has not relocated to Villa Grove.

> T.E. Bryan --- The Parties have closed their files on this matter.

> M.O. Coats and C.W. Kerr - I advised I will review your position and respond in writing by December 15.

We discussed scheduling another meeting to review the open items listed. I suggest we jointly review any additional documentation when you are in Omaha for Section 6 meetings the week of December 4

You also listed the names of several employees requesting adjustment of their TPAson your request for conference. I advised Director Protection, Marilyn Ahart, is the Carrier Officer responsible for grievances related to payment and computation of TPAs. Please contact her office to progress any such daims.

Sincere regards,

Catherine Sosso

Director Labor Relations

RECOVERY	7/15/0			Under:	COATS
R/682					
		RELO		PROT. PYMNT	
NAME	SSN	RCVD.	MO/YR	DEDUCTED	BAL DUE
COATS, M.O.	490-56-9764	\$30,000.00	Jun-00	\$1,754.60	\$28,245.40
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建筑设置建筑			Sep-01	\$237.03	\$13,445.10
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			Jan-02	\$1,222.99	\$9,425.13
		•		\$20,574.87	

RECOVERY	7/15/0			Under:	KERR CW
R/682					
		RELO		PROT. PYMNT	
NAME	SSN	RCVD.	MOYR	DEDUCTED	BAL. DUE
C. W. KERR	499-44-8247	\$20,000.00	Jul-01	NONE	\$20,000.00
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			Jan-02	\$-	\$19,480.20
			Feb-02		
	1 1		Mar-02	•	
			Apr-02		
			May-02	THE RESERVE OF THE PERSON NAMED IN COLUMN 2 IS NOT THE OWNER.	
			Jun-02		
	1/		Jul-02		



Brotherhood of REC'D Locomotive Enginees CANNED UN 19 2000

General Committee of Adjustment Union Pacific Railroad Eastern Region

320 Brookes Dr., Sulte 115 • Hazelwood, MO 63042 • (314) 895-5858 • Fox (314) 80



1227344 1551344

June 15, 2000

CERTIFIED MAIL 7099 3400 0003 2972 2478 RETURN RECEIPT REQUESTED

Mr. Terry Stone Assistant Director-Labor Relations Union Pacific Railroad Company 1416 Dodge Street, Room #332 Omaha, Nebraska 68179-0323

> RE: Discipline Appeal Engineer: James R. Coleman Discipline Notice No. 00LK040

Dear Sir.

This to appeal the decision of Superintendent Jerry Everett to assess permanent discharge against Engineer James R. Coleman (SS#432-90-2419), pursuant to Discipline Notice 00LK040, dated April 21, 2000, requesting immediate reinstatement, claiming full back pay (including time attending investigation), fringe benefits, vacation and seniority rights unimpaired, and the clearing of this notation of discipline from Engineer Coleman's record.

The Carrier's assessment of discipline is procedurally flawed in the failure to date the completion of the transcript within the Transcribers Certification; precedential, onproperty Awards have held that it is improper to assess discipline prior to the completion of the transcript; by the deletion of the completion date from this transcript, the Carrier is concealing evidence that the decision to discipline the Claimant was made prior to the completion of the transcript. Concealment of material, relevant facts, related to procedural objections, does not prevent application of these facts by presumption. It is the Carrier's burden to show when the transcript was completed (at this information is exclusively within its control), and a failure to provide this information, raises the presumption against the Carrier.

Manager of Train Operations, David Lancaster, testified that Superintendent Jerry Everett was involved in both the pre-investigation and decision to charge Engineer Coleman (Tr. at pp. 12, 16); as such, Superintendent Everett prejudged the guilt of Engineer Coleman, and improperly assessed the discipline of Level 5-permanent discharge. It is a practice on this property, to insure fairness and impartiality, that a Superintendent who was not involved in the pre-investigation and decision to charge an employee, be assigned to make a careful review of the record, and assess discipline, if just cause exists. Mr. Everett's "behind the scene" actions, prejudging the guilt of Engineer Coleman, deprives Engineer Coleman of any fairness or impartiality.

Engineer Coleman, a twenty-seven year employee (Tr. at pp. 7, 10), with an "excellent" record (Tr. at p. 31), did not intentionally falsify any documents; he clearly testified that it was his "understanding" that one switching move requires payment of a minimum of one hour arbitrary payment (Tr. at p. 79). The auditor, an employee with less than two years experience, interjected evidence unrelated to terminal switching, supplying data as to terminal delay times, outside the scope of the Notice of Charges (Tr. at pp. 22, 37), admitted that he only had a "general understanding" of the Collective Bargaining Agreement provisions as to terminal switching (Tr. at 46, 56), did not know the geographical terminal switching limits (Tr. at p. 50), and used "approximated," and "estimated" times to construct his evidence (Tr. at pp. 54, 55).

The Carrier, if it disagreed, could decline the claim submitted by Engineer Coleman, wherein the undersigned could appeal for payment through the normal time claim procedures. This was done as to the brakeman, Matthew Hare (Tr. at p. 41; see also, last entry, investigation Transcript Exhibit "D"), and could have just as easily been done as to Engineer Coleman's time claim. Moreover, it is disparate treatment to decline one employee's claim, and permanently discharge another employee on the same crew for his claim.

Were this not enough, Engineer Coleman was never paid for the terminal switching claim for which the Carrier has now permanently discharged him.

It is shocking that the Carrier has discharged a twenty-seven year employee with an excellent record over a disputed claim of \$31.11 (Tr. at p. 27), for which he was never paid, and which could have easily been declined. Instead of watching the crew, why didn't the auditors and/or MTO Lancaster talk to the crew, to clear up any misunderstandings, and to permit any disputed claims to be handled through the normal time claim procedures?

The disparate treatment accorded Engineer Coleman is further heightened by the fact that various Engineers have been accused (but not charged) with allegedly falsifying claims for lump sum allowances, where the Carrier instead of charging these employees, holding investigations, and disciplining these employees, has offered to allow these employees to repay the full amount of the lump sum allowances, either in one payment, or by payroll deduction either in a twelve month, eighteen month, or twenty-four month method (see Carrier file 110.61-21.326, involving Engineers T. E. Bryan, M. O. Coats, C.

W. Kerr, and B. W. Kopaskey). These Engineers are accused of allegedly taking relocation tump sum payments of \$20,000 to \$30,000, far more than the \$31.11 for which the Carrier has permanently discharged a twenty-seven year excellent employee, who, in fact, never received the \$31.11.

Please forward all records contained in Carrier file 110.61-21.326 involving the above named Engineers and any other employees contained in said file; further, I have been advised that the reverse held-away-from-home allowances paid these Engineers have been "forgiven" as to each, and I hereby request the total amounts "forgiven" as to each of these employees.

Please advise.

Sincerely,

Charles R. Rightnowar

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SENDER: COMPLETE THIS SECTION	COMPLETE THIS SECTION ON CELIVERY
Complete items 1, 2, and 3. Also complete item 4 if Restricted Delivery is desired. Print your name and address on the reverse so that we can return the card to you. Attach this card to the back of the maliplece, or on the front if space permits. Article Addressed to: Mr. S. M. Junger's 2418 Colonial Hills Rd Jefferson City, MO	A. Received by (Please Print Clearity) B. Date of Detw. C. Signature X. J.M. Grant Grant Term 17 Address D. is cleivery address delivery address below: No
65109	3. Serges Type Contined Mail Depress Mail Registered Return Receipt for Merchandis Insured Mail D GOD.
	4. Restricted Delivery? (Extra Fee) (2 Yes
Article Number (Copy from service label)	
Article Number (Copy from service label) 700 0600 0036 71.74 0 8 Form 3811, July 1989 Domesto 8	

UNION PACIFIC RAILROAD COMPANY

1415 DODGE STREET OMAHA, NEBRASKA 88179



March 5, 2002 Files: 110.61-20 (326)

VIA FACSIMILE & U.S. Mail

MR C R RIGHTNOWAR GENERAL CHAIRMAN BLE 320 BROOKES DR STE 115-118 HAZELWOOD MO 63042

RE:

Relocation Allowance DE Luadzers

Dear Sir.

This refers to discussions concerning the relocation application of former Ft. Madison Engineer D.E. Luadzers. I take exception to the representations made in your letter dated January 12, 2002, received in this office on January 22, 2002, concerning previous handling in conference.

However, now that you have provided this office with the documentation to support your position and I have had an opportunity to review these documents, in particular the correspondence to your office from Local Chairman A.L. Tinney, I am agreeable to allowing payment without prejudice.

Please acknowledge your agreement by signing below and returning an original to this office no later than April 1, 2002, and I will authorize payment of the \$20,000.00 relocation allowance and advise your office when payment has been processed. The deadline for eligibility for the \$10,000.00 Option 3 sale of home remains be based on the five years from the date of the original application.

Sincere regards,

Catherine Sosso

Director Labor Relations

AGREED:

Charles Rightnowar BLE General Chairman



UNION PACIFIC RAILROAD COMPANY

1416 DODGE STREET OMAHA NEBRASKA 68179



March 5, 2002 Files: 110.61-20 (326)

VIA FACSIMILE & U.S. Mail

MR C R RIGHTNOWAR GENERAL CHAIRMAN BLE 320 BROOKES DR STE 115-118 HAZELWOOD MO 63042

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Sincere regards.

Catherine Sosso

Director Labor Relations

AGREED:

Charles Rightnowar BLE General Chairman

UNION PACIFIC RAILROAD COMPANY FACSIMILE TRANSMISSION



March 5, 2002

DELIVER TO:

CRR

FROM:

Catherine Sosso

CO.: / DEPT.:

BLE

0104

Labor Relations

FAX:

314/895-5858

PHONE:

402/271-6607

PAGES TRANSMITTED: 11

plus cover sheet

COMMENTS: Original in mail

Transmitting From

Fax No. 402/271-4474

IF YOU DO NOT RECEIVE ALL PAGES CALL AS SOON AS POSSIBLE 402/271-6607

This facsimile message may be a privileged and confidential communication and is intended for the use of the person to whom it was sent. If you have received this message in error, please notify us immediately. This message should not be disseminated or copied if you are not the intended recipient, but should be destroyed. THANK YOU.

ATTACHMENT "2"

1416 DODGE STREET OMAHA NEBRASKA 68179



August 15, 2000

110.61-20-326

Mr. C. R. Rightnowar General Chairman BLE 320 Brookes Dr. Suite 115 Hazelwood, MO 63042

Dear Sir:

This letter refers to your letter dated August 10, 2000, regarding the Carrier's action to recollect the relocation allowance paid to Mr. M. O. Coats, as he failed to relocate pursuant to the agreement.

I have enclosed a copy of Mr. Coats letter for your review. While you state that only the General Chairman has authority to interpret the Collective Bargaining Agreement, you should recognize that this is an issue governed by the New York Dock Conditions. As such, an employee is certainly able to pursue his personal claims under New York Dock.

Furthermore, I cannot accept your conclusion that, since Mr. Coats has accepted the relocation allowance, his primary residence is now Kansas City. All other factors (mailing address, phone numbers, etc.) indicate that his primary residence is in New Bloomfield, not Kansas City. I agree that there is no prohibition against an employee having a place to stay at his away from home terminal, however, Mr. Coats instead has merely "a place to stay" at Kansas City, with his primary residence in New Bloomfield. Such a situation does not fall within the parameters of relocating under the hub agreement.

Your claim on behalf of M. O. Coats for "any monies improperly recouped from his relocation allowance, and for any monies improperly withheld from reverse held away from home terminal arbitrary payments due" is denied. Mr. Coats receives held away from home terminal at his *de facto* away from home terminal at Kansas City. The Carrier will not pay held away at Mr. Coats' *de facto* home terminal of Jefferson City. Furthermore, as I copy you on any correspondence dealing with relocation recollection on your territory, you are aware of any other engineers in the same circumstance as Mr. Coats.

Finally, your "verbal notice" that the Carner has waived its right to discipline has no binding effect on the Carrier. At such time as the Carrier forwards notice to the "appropriate company officer" that the action to recollect

the relocation money needs to be taken at the service unit level, then disciplinary action may be deemed warranted and timely. First Division Award 24851 does not have application in the case of Mr. Coats, as the facts of the two situations are not remotely similar.

In closing, when you review Mr. Coats letter, you will notice that Mr. Coats has requested to handle this matter on his own behalf. Please advise.

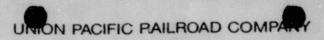
\Sincerely,

Andrea Gansen

Director Labor Relations

Copy to: W. S. Hinckley

ATTACHMENT "3"



TONY ZABAWA General Director-Timekeeping Operations



1815 Capitol Avenue Omaha, Nebraska 68102 Phone (402) 997-2000 Fax (402) 997-2365

October 11, 2000

Mr. Charles R. Rightnowar General Chairman, BLE 320 Brookes Dr., Suite 115 Hazelwood, MO 63042

Dear Mr. Rightnowar:

This refers to your letter dated August 18, 2000, concerning held away from home terminal time and relocation allowances claimed for Zone 3 Kansas City Hub Engineers listed in your letter.

Currently Engineers L.D. Molloy, D. R. Snyder and A. L. Chachere are assigned to Kansas City turns and are receiving held away from home terminal time at Jefferson City. Engineers M. O. Coats and C. W. Kerr are assigned to Jefferson City turns and are receiving held away from home terminal time at Kansas City per instructions from Labor Relations dated June 02, 2000. They are currently not entitled to held away time at other locations and any claims for normal or reverse held away addressed in your letter for these individuals is declined.

All claims for relocation allowances are handled directly through the office of Labor Relations and those claims addressed in your letter are declined. Any future questions concerning this subject should be addressed directly to Catherine Sosso, Director Labor Relations.

Based on the above, any claim mentioned in your letter dated August 18, 2000, must be respectfully declined.

Sincerely,

Tony Zabawa

General Director Timekeeping

Cc: Catherine Sosso – Director Labor Relations Michael Stom – Director Timekeeping

ATTACHMENT "4"



BROTHERHOOD OF LCCOMOTIVE ENGINEERS GENERAL COMMITTEE OF ADJUSTMENT UNION PACIFIC RAILROAD - CENTRAL REGION CHARLES R. BRAND, SECRETARY - TREASURER P. O. BOX 486. OSAWATOMIE, KANSAS 66064 \$13-256-6452 FAX 913-755-6929

July 17, 2001

TO: Ken McBratney

AD UPRR Labor Relations

RE: Claims Conference July 10 thru July 17, 2001 via phone

It is the position of the Organization that all penalty payments are to be paid in addition to other earnings and not to be offset by guarantee or protection payments.

The Organization requested that the various issues listed below be held-in-abeyance until cases listed with First Division are heard. The outcome of these cases will rise or fall with the decision of the First Division. Both parties have submitted written positions on these various issues. Without waiver of cases already pending at First Division an additional pilot claim could be selected with time limits for all other claims of the same issues be held-in-abeyance.

HIB cases requested: Correct N. Pool Mileage NLR 1239407 etal
4 Mile claims Biddle to
White Bluff 1242299 etal
2' Transport Time NLR 1238694 etal
DH/Sep. Apart NLR 1238689 etal
Short Crew Allowance 1242312 etal
Switching Dow Chemical 1242412 etal
Gads Hill 1242425 etal

Perform Service White Bluff 1242309 etal

Position papers to follow on: Chester Local miles - 1242830 Initial Terminal Switching - 1242831 Yard Service - 1243098 etal

CW Kerr Reverse HHAT 1235462 etal is issue to be handled by Catherine Sasso's office.

Sincerely,

Charles R. Brand

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	FILE NO.	CLAIMANT	CASE TYPE	LOCAL CHAIRMAN STATUS
•••	1232752	C. O. Groose	Mishandled By CMS	H. D. Downing Pd. 129339 to settle
	1235373	D. W. Grimes	Mileage Regulation Vio.	G. B. Rico HIB mediation
	1235374	D. W. Grimes	Mileage Regulation Vio.	H. D. Downing Jasue letter w/ Sasso for perpetuted H. D. Downing arbitration.
	1235462	C. W. Kerr	HAHT	H. D. Downing Jasue letter w/ Sasso for perpetited
	1235463	C. W. Kerr	HANT	H. D. Downing arbitration.
	1235464	c. W. Kerr	HART	H. D. Downing
	1235465	C. W. Kerr	HART	H. D. Fowning
	1235480	K. B	Perform 3rd DH	M & Stor WID 24. Thedein not included in 3 nd DH
	1236878	R. G. Emerson	In Lieu Of Lodging	G. B. Rico Pauze
	1236879	R. G. Emerson	In Lieu Of Lodging	G. B. Rico Pd \$200
	1236880	R. G. Emerson	In Lieu Of Lodging	G. B. Rico Dd &200
	1236881	R. G. Emerson	In Lieu Of Lodging	6. 8. RICO Pd \$ 200
_	1236882	R. G. Emerson	DH	G. B. RICO WID Was not 1st on last Vac Split Was paine 1'@ of notes.
•	1236883	M. S. Frey	Mishandled	G. B. Rico Pd 7755 to settle
	1236884	M. S. Frey	Mishandled	G. B. RICO PR to settle \$79°Z
	1236885	M. S. Frey	Inaccurate AVR	G. B. RICO HE WID during maratarium
	1236886	H. S. Frey	Inaccurate AVR	a. B. RICO WID during monatorium
	1236887	D. E. Engle	FTD	G. B. Rice Deel. FTD acisme angle
post.	1236888	D. B. Engle	Overtime	G. B. Rice Pd. #4009 to settle
edd	1236890	D. E. Engle	Eating .	G. B. Rice

Exhibit EE



April 9, 2002

MR C R RIGHTNOWAR
GENERAL CHAIRMAN BLE
320 BROOKES DR STE 115-118
HAZELWOOD MO 63042

Dear Sir:

This is in reference to your letter of April 2, 2002, concerning relocation allowance and associated claims for reverse HAHT.

I am currently reviewing the files associated with the various relocation disputes. This is somewhat of a time-consuming process due to the volume of paper involved. After my review of the necessary documents pertaining to those issues involving New York Dock, an agreement will be prepared and forwarded to your office.

This letter will also serve to advise you that the Carrier is <u>not</u> agreeable to John B. LaRocco as the New York Dock arbitrator.

If you have any questions, please feel free to contact me.

Yours truly, RD. Parl

RDROCK

DIRECTOR - LABOR RELATIONS

EE-1



April 12, 2002

MR C R RIGHTNOWAR GENERAL CHAIRMAN BLE 320 BROOKES DR STE 115-118 HAZELWOOD MO 63042

Dear Sir.

This is in reference to my letter of April 9, 2002, concerning relocation allowances for M. A. Katricka, S. O. Boykin, M. O. Coats, and C. W. Kerr.

The files associated with the various relocation requests have been reviewed. All four (4) disputes mentioned above involve "in-lieu of" allowances for alleged relocations. The respective agreements have been reviewed and it is obvious that these requests are not New York Dock related.

The language in each of the respective agreements reads as follows:

"Engineers required to relocate under this Agreement will be governed by the relocation provisions of <u>New York Dock</u> in-lieu-of <u>New York Dock</u> provisions, an employee required to relocate may elect one of the following options:..."

Based on the clear language of the Agreement, the Claimants forfeited the provisions of New York Dock when they requested the "in-lieu-of" allowance.

The Claimants did not request relocation under the provision of New York Dock. Instead, the Claimants requested an "in-lieu-of" allowance. Since the Claimants rejected New York Dock, it cannot now be argued that New York Dock arbitration applies.

The claims for Messrs. Katricka, Boykin, Coats, and Kerr are merely Section 3 claims under the provisions of the Railway Labor Act. Therefore, the Carrier is not agreeable to New York Dock arbitration. If the Organization wishes to pursue these claims, it should submit them to the First Division of the National Railroad Adjustment Board for final adjudication.

Furthermore, the claims are procedurally defective since they have not been handled in accordance with the System Agreement – Claim Handling Process.

Yours truly, Rock

R D ROCK

DIRECTOR - LABOR RELATIONS

FD-32760	06/10/03	D	208052	15 OF 16
	FD-32760	FD-32760 06/10/03	FD-32760 06/10/03 D	FD-32760 06/10/03 D 208052

Exhibit FF



1416 DODGE STREET OMAHA, NEBRASKA 88179



July 8, 2002

(SUBMISSION VIA FACSIMILE TO NATIONAL MEDIATION BOARD (202) 692-5086)

MR ROLAND WATKINS DIR OF ARB SVCS NATIONAL MEDIATION BOARD 1031 "K" ST NW STE 250 EAST WASHINGTON DC 20572

Dear Sir:

This is in reference to your letter of June 24, 2002, concerning the request for the National Mediation Board to provide a list of arbitrators for alleged New York Dock protective conditions.

Without waiving the Carrier's position that these issues are not New York Dock related and the fact the National Mediation Board exceeded its authority, including Section 11, Appendix III, the parties have agreed to the selection of Mr. John B. LaRocco.

Yours truly.

R D ROCK

DIRECTOR - LABOR RELATIONS

CC: C. R. Rightnowar

Exhibit GG

Dates and respective amounts of HAHT (in hours and minutes) due Engineer M. O. Coats.

06/04/00	18'30"	
06/16/00	29'25"	
06/28/00	53'45"	
06/30/00	14'00"	
Total for the Month	14 00	145'40"
Cumulative Total		145'40"
07/02/00	07'40"	
07/15/00	06'20"	
07/18/00	23'40"	
07/20/00	06'10"	
07/22/00	01'05"	
07/25/00	14'45"	
Total for the Month		057"40"
Cumulative Total		203'20"
08/31/00	03'15"	
Total for the Month		003'15"
Cumulative Total		206'35"
09/03/00	16'30"	
09/14/00	08'50"	
09/29/00	13'15"	
Total for the Month		038'35"
Cumulative Total		245'10"
10/02/00	32'36"	
10/04/00	15'45"	
10/11/00	06'15"	
10/14/00	02'35"	
10/16/00	19:55"	
10/19/00	13'50"	
10/22/00	15'00"	
10/24/00	13'47"	
10/26/00	09'15"	
10/29/00	11'55"	
Total for the Month		140'53"
Cumulative Total		386'03"
11/06/00	16'50"	
11/08/00	02'15"	
11/10/00	01'35"	
11/13/00	19'25"	
11/16/00	20'00"	
11/26/00	15'45"	
11/28/00	19'20"	
Total for the Month		095'10"

56-1

Exhibit HH

Award No. 6334 Docket No. 5559

NATIONAL RAILROAD ADJUSTMENT BOARD FIRST DIVISION

The First Division consisted of the regular members and in addition Referee Howard A. Johnson when award was rendered.

PARTIES TO DISPUTE:

ORDER OF RAILWAY CONDUCTORS

BROTHERHOOD OF RAILROAD TRAINMEN

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD COMPANY

(Lines West of Mobridge)

STATEMENT OF CLAIM: Order of Railway Conductors and Brother-hood of Railroad Trainmen claim one conductor, baggageman, and brakeman should be reimbursed for monetary loss resulting from passenger train discontinued on the Metaline Falls Line effective November 29, 1930, until restored February 16, 1937.

JOINT STATEMENT OF FACTS: National Railroad Adjustment Board, First Division, Award No. 1659 sustains

"Protest of conductors and trainmen account cancelling the passenger assignment between Spokane and Metaline Falls, effective November 29, 1930."

without prejudice to rules involved.

The Organizations and the carrier request the privilege of oral and other proper presentation at time hearing is held.

POSITION OF EMPLOYES: Following cancellation of this assignment Conductor L. F. Graham presented claim for time lost and the claim was properly handled, being presented to the General Manager by the General Chairman of the O. R. C. in the following language; dated March 23, 1931:

This will present claim of Conductor L. F. Graham, Idaho Division, for the mileage of his assignment on November 30, December 2, 4, and 6th, 1930, and all subsequent dates, claim based on Rule 1-b, and 2-b, Article 1.

There was never any question in the minds of the Chairman but what the Carrier would allow the time as claimed if the protest was sustained and, inasmuch as, by an agreement between the Carrier and the Committees when one member of a crew makes claim which is allowed all members are given the same consideration.

The Organizations held that the Carrier should reimburse all men for monetary losses suffered because of the cancellation of this assignment.

[776]

HH-/

6334—2 777

POSITION OF CARRIER: Compliance with Award No. 1659 on the part of the carrier was effected February 15, 1987, by restoring passenger assignment in effect prior to November 29, 1980.

General Chairman Robison of the Order of Railway Conductors under date of January 25, 1937, and General Chairman Borden of the Brother-hood of Railroad Trainmén under date of January 29, 1937, referred to Award No. 1659 of the National Railroad Adjustment Board, and in Chairman Robison's letter he requested that the claim of Conductor L. F. Graham, as set forth in the Position of the Committee, be adjusted. In Chairman Borden's letter, he requested proper adjustment. Reply was made that the Award sustained the protest but that there was nothing in either the Statement of Facts or the Award that would involve money payments.

The conductors and trainmen referred to by the Committee are not entitled to the money payments claimed for the reasons:

(1) The question presented by this submission was raised in the submission heretofore filed by the Committee in Docket 1901 as shown by their statement, that part reading:

"in view of which the protest and time claimed is justified"

Award No. 1659, Docket No. 1901, does not contain a money award, and it is clear, therefore, that the question of payment was decided adversely to the employes.

The filing of the present submission is an attempt to reopen the case settled by the entry of the prior award. Section 3 (m) of the Railway Labor Act provides that—

"awards shall be final and binding upon both parties to the dispute, except insofar as they shall contain a money award."

This language of the Act is meaningless if parties are allowed to divide each case into as many parts as suits their convenience and accept awards only so far as they are favorable.

There is neither reason nor justice in a rule which permits a party to divide a question into as many parts as suits his convenience without regard to the convenience, hardship, or expense of his opponent.

- (2) The carrier made Award No. 1659 effective by restoring the same number of conductors and trainmen as were employed on the Spokane-Metaline Falls passenger assignment prior to November 29, 1980. In the absence of a money award, the question decided was of importance to the two organizations of the employes, but sustained the carrier insofar as retroactive money payments were involved.
- (8) The carrier holds that failure on the part of the organizations to obtain recognition of that part of their claim submitted by the Committee involving money payment in Award 1659 precludes opportunity of securing a reopening of Award 1659 (Docket 1901).

FINDINGS: The First Division of the Adjustment Board, upon the whole record and all the evidence, finds that:

The carrier or carriers and the employe or employes involved in this dispute are respectively carrier and employe within the meaning of the Railway Labor Act, as approved June 21, 1934.

This Division of the Adjustment Board has jurisdiction over the dispute involved herein.

The parties to said dispute waived hearing thereon.

HH-2

6884—8 778

This claim, Docket No. 5559, results from the same controversy and involves the same persons as the protest made in Docket No. 1901, Award No. 1659.

With reference to Award No. 1659 this Division has stated:

"In reaching its award the Division, under the protest cited was not called upon to consider whether or not the protesting conductors and trai icn had been damaged in a monetary sense, and only passed upon the protest cited."

The question is whether the same controversy may be brought to this Division piecemeal, a practice which would seem not to be contemplated by the provision of Section 3 (m) of the Railway Labor Act, and which is neither fair to the parties nor proper practice if the Division is to function efficiently.

Heretofore this Division has not adopted a definite rule as to the divisibility or indivisibility of a controversy by the initial submission of a protest and by a later claim for monetary compensation for the persons directly involved in the protest. For instance, in Award No. 1956, Docket No. 1209, tais Division, without a referee, denied a money claim because "The controversy that formed a basis of this claim was disposed of by this Division's Award No. 52"; while in Award No. 5837, with a referee, expressly invited subsequent money claims by sustaining the protest "without prejudice to subsequent handling of claims for compensation subject to proper deductions of earnings received from the carrier."

This Division hereby definitely adopts the rule that controversies are not divisible and may not be brought to it separately as protest and as claim for compensation.

However, in view of the prior lack of a definite rule to that effect and since the record of Docket 1901 shows some reference in the statement of Position of Committee to "time claimed," though no such claim was included with the protest, the Division considers that the application of the rule to the present claim would be unduly harsh and prefers merely to announce it for application to claims hereafter finally submitted for decision.

The evidence of record warrants an affirmative award.

AWARD

Claim sustained for compensation, subject to proper deductions of earnings received from the carrier.

BY ORDER OF FIRST DIVISION NATICIAL RAILROAD ADJUSTMENT BOARD

> ATTEST: (Sgd.) T. S. McFarland Secretary

Dated at Chicago, Illinois, this 13th day of January, 1942.

HH-3

Exhibit II

Docket No. _____ Case No. 00-1-2209

Before The

NATIONAL RAILROAD ADJUSTMENT BOARD FIRST DIVISION

IN THE MATTER OF

BROTHERHOOD OF LOCOMOTIVE ENGINEERS

VS.

UNION PACIFIC RAILROAD COMPANY

CARRIER'S SUBMISSION RESPONDING TO NOTICE OF EX PARTE SUBMISSION

STATEMENT OF CLAIM:

The claim, as described by the Petitioner, reads as follows:

"Claim of former SSW engineer D. E. Thompson for the "in lieu of" relocation allowance as provided for in Article VII of the St. Louis Hub Agreement."

The foregoing statement of claim is quoted from a letter dated August 30, 2000 from Mr. D. E. Thompson, a former SSW engineer, to Arbitration Assistant Linda Woods of the National Railroad Adjustment board, advising of intention to file an ex parte submission in the above-quoted claim.¹ It is used in this submission solely for identification purposes and its quotation does not constitute an adoption thereof by the Union Pacific Railroad Company.

II-1

¹ The Organization's letter docketing this claim to the NRAB First Division is included as Carrier's Exhibit A.

The Union Pacific Railroad Company, hereinafter referred to as the "Carrier" has not been furnished an advance copy of the Petitioner's Ex Parte Submission. In response to notice from the Executive Secretary of the First Division, NRAB, of a declaration by the claimant to file an ex parte submission in the above-quoted claim and requesting that the Carrier file its response thereto, the Carrier respectfully submits the following setting forth the facts involved as well as the Carrier's position in these disputes.

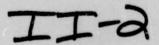
CARRIER'S STATEMENT OF FACTS:

In 1996 the STB approved the merger between the SP/UP railroads. The Union Pacific served a Section Four notice in accordance with New York Dock conditions as required by the STB upon the Brotherhood of Locomotive Engineers to merge the Union Pacific, SSW and SPCSL railroads in the St. Louis area. At the time, Mr. Thompson was the full time General Chairman for the SSW engineers.

During the negotiations the parties agreed to rearrange forces and relocate some forces to coordinate the work of the merged properties. The parties reached and ratified a merger agreement that included certain relocation provisions.² Some of those provisions were further explained in Side Letter No. 11. Those provisions provided a relocation allocation some for certain SSW engineers at Illmo, Missouri. Mr. Thompson signed that New York Dock merger agreement including the Side Letter.

The following is a list of the letters outlining the handling of this issue:

1. July 21, 1999 – Mr. Thompson sent to the Carrier a letter advising that he had sent in a form to cover his relocation expense and had not been paid. In that letter he advised, "If necessary, I can and will place myself as an engineer at Dexter, Missouri



and make a decision as to accept the in lieu of benefits or the benefits as provided in New York Dock as per the agreement."3

- 2. August 4, 1999 letter to Mr. Thompson advising that since he was not an active employee he was not entitled to the relocation benefits. Further, if he returned to active service, his request would be reconsidered.⁴
- 3. August 11, 1999 letter from Mr. Thompson advising that this was a New York Dock issue and advising that he requested arbitration.⁵
- 4. August 16, 1999 letter from the Carrier advising that he had written an administrative office and suggested that Mr. Thompson contact the office designated to handle disputes under the Railway Labor Act.⁶
- 5. August 22, 1999 letter from Mr. Thompson advising that the claim was a claim under New York Dock and further stating "...and any such claim progressed to the First Division or Public Law Board would be dismissed for lack of jurisdiction."⁷
- 6. September 7, 1999 letter from the Carrier advising who would be handling relocation disputes and reaffirming the position that he was not an active engineer and thus not eligible.⁸
- 7. October 18, 1999 and November 4, 1999 letters to several General Chairmen attaching a list of cases to be heard in New York Dock arbitration. Case No. 2 on that

² Copy of the St. Louis Hub merger agreement Article VII and Side Letter No. 11 included as Carrier Exhibit Be

Carrier Exhibit C.

Carrier Exhibit D.

⁵ Carrier Exhibit E.

⁶ Carrier Exhibit F.

⁷ Carrier Exhibit G.

⁸ Carrier Exhibit H.

list states, "Is engineer D. E. Thompson entitled to the "in lieu of" relocation provisions of the Hub Agreement?"9

- November 11, 1999 letter from Mr. Thompson responding to the last Carrier letter 8. and discussions held between the party. This letter agrees to remove the case from the docket based on an agreement that if he performs "compensated service" he will be allowed the money.10
- 9. December 2, 1999 letter to several General Chairmen advising them that Case two had been resolved and including a new attachment showing that case removed.11

Mr. Thompson continued to function as a BLE General Chairman for the SSW engineers throughout the remainder of merger negotiations. In early July 2000 the BLE held elections to see who would be the remaining General Chairmen since many of the CBA's had been eliminated. Mr. Thompson did not win the election. In early September General Chairman Rightnowar inquired as to the status of Mr. Thompson. He did not show on the BLE's working list and he asked if he had a leave of absence. The Carrier made inquires and was advised that Mr. Thompson had retired direct with the Railroad Retirement Board, had not given the Carrier any notice of his retirement and had never marked up with the Carrier and performed compensated service.

On September 14, 2000 the Carrier received a copy of the notice Mr. Thompson filed with the First Division alleging that there was an unadjusted dispute between the railroad and himself.

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Carrier Exhibit I.

CARRIER'S POSITION:

The Carrier's position is that this is a New York Dock issue and should not be before this Board, that the claimant is not and was not an active employee of the Carrier between the time of the STB merger approval and his retirement and that there is no unadjusted dispute.

New York Dock conditions provide for arbitration of disputes arising under New York Dock negotiations. The NRAB has recognized the jurisdictional differences between New York Dock disputes and Railway Labor Act disputes. In Second Division Award No. 13265 the Division was also presented with a lump sum in lieu of relocation claim involving a New York Dock implementing agreement. In that case the Board held:

"This board lacks jurisdiction to resolve disputes arising under the New York Dock conditions, because New York Dock contains its own arbitration provision. This same issue has been addressed and resolved, as here, on many occasions in the past. See for example, Fourth Division Awards 4293, 4912, 4667, 3353, and 2095."

This lack of jurisdiction is recognized by the claimant as stated in his August 22, 1999 letter when he stated; "...and any such claim progressed to the First Division or Public Law Board would be dismissed for lack of jurisdiction." Further evidence of this is the placement of this question on the New York Dock docket attached to the October and November letters. Based on this evidence before the Board they should dismiss the case.

The NRAB is available to employees to progress unadjusted disputes. To come before the Board with a personal claim, one must show they are an employee of the

TI-5

¹¹ Carrier Exhibit K.

¹² New York Dock conditions included as Carrier Exhibit L.

Carrier. Mr. Thompson took a leave of absence in 1984 as a full time General Chairman. He was one at the time of the STB approval of the merger and continued as one until he retired. At no time did he perform compensated service for the Carrier since the acquisition of the SP by the UP. At the time he lost his reelection he had the opportunity to return to his craft and work for Union Pacific, however he chose not to. He does not meet the status of an employee and thus cannot progress his claim. He recognized this when he wrote the Carrier (exhibit C) and advised: "If necessary, I can and will place myself as an engineer at Dexter, Missouri and make a decision as to accept the in lieu of benefits or the benefits as provided in New York Dock as per the agreement." Both parties understood that the claimant needed to be an active engineer to be covered under the relocation provisions.

Finally, there is no dispute. The Carrier, in its statement of fact, detailed the handling of the Issue. The November 11, 1999 letter shows that a settlement was reached on the case. In that letter, he wrote:

"Case No. 2 – The Carrier has agreed that engineer D. E. Thompson is entitled to the Protective Benefits as provided in Article VII of the St. Louis Hub Agreement and will be paid correct claim with first date of compensated service in the Hub of choice. (emphasis added)

The case can be removed from attachment "A" if the Carrier provides written acknowledgment as stated above."

The Carrier did promptly write the claimant and acknowledged the settlement of the issue. Since this case has been resolved, and no other case has been brought forward by the claimant, the Carrier has no knowledge of a dispute. If Mr. Thompson had marked up for service he would then have been impacted by the merger agreement and the Carrier would have paid any benefits he was entitled to. Since he did not mark

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¹³ Carrier Exhibit M.

up the issue became moot. This evidence shows that there is not a claim or controversy that meets the requirements of the RLA and the provisions for handling disputes at the First Division. As such the Carrier requests a dismissal of the claim or a denial of the claim.

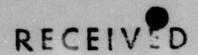
Respectfully submitted

W. S. Hinckley
Labor Relations

Union Pacific Railroad

1416 Dodge St. Omaha NE 68179

November 2, 2000



SEP - 1 2000

August 30, 2000

FE'P SCHAMMED)

Labor Helations OC

20-1-4-2209

Mational Railroad Adjustment Board First Division

Miss Linda Woods, Arbitration Assistant National Railroad Adjustment Board First Division 844 North Rush, Room 944 Chicago, IL 60611-2092

DATE ACKNOWLEDGED? 1-00 NEAB CASE OU -1-U-2209
DUE 2ATE FOR FILING FOUR COPIES OF SUBMISSIONS
WITH THE ISLAND 11-75-00
NO EXTENSIONS GRANTED
BY ORDER OF FIRST DIVISION

Dear Miss Woods:

This is to serve notice, as required by the Uniform Rules of Procedure of the National Railroad Adjustment Board effective May 16, 1994, of my intention to file an Ex Parte Submission within seventy-five (75) days covering an unadjusted dispute between the Union Pacific Railroad Company and I involving the following:

"Claim of former SSW engineer D. E. Thompson for the "in lieu of" relocation allowance as provided for in Article VII of the St. Louis Hub Agreement."

Respectfully yours,

DE Champson

D. E. Thompson

818 Seventh Street East Scott City, MO 63780

cc: Andrea Gansen

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CARRIER'S EXHIBIT _____ A - 1
PAGE _____OF ____

MERGER IMPLEMENTING AGREEMENT (St. Louis Hub)

between the

UNION PACIFIC RAILROAD COMPANY
Southern Pacific Transportation Company
and the

BROTHERHOOD OF LOCOMOTIVE ENGINEERS

PREAMBLE

The U.S. Department of Transportation, Surface Transportation Board ("STB") approved the merger of the Union Pacific Corporation ("UPC"), Union Pacific Railroad Company/Missouri Pacific Railroad Company (collectively referred to as "UP") and Southern Pacific Rail Corporation, Southern Pacific Transportation Company ("SPT"), St. Louis Southwestern Railway Company ("SSW"), SPCSL Corp., and the Denver & Rio Grande Western Railroad Company ("DRGW") (collectively referred to as "SP") in Finance Docket 32760. In approving this transaction, the STB imposed New York Dock labor protective conditions. Copy of the New York Dock conditions is attached as Attachment "A" to this Agreement.

Subsequent to the filing of Union Pacific's application but prior to the decision of the STB, the parties engaged in certain discussions which focused upon Carrier's request that the Organization support the merger of UP and SP. These discussions resulted in the parties exchanging certain commitments, which were outlined in letters dated March 8(2), March 9 and March 22, 1996.

On October 10, 1997, the Carriers served notice of their intent to merge and consolidate operations generally in the following territories:

Union Pacific:

St. Louis/Dupo to Dexter via Chester Sub

Dexter to Memphis

St. Louis/Dupo to Poplar Bluff/Dexter via DeSoto Sub

Salem to Dexter

II-9"

Agreement. Engineers will be given ten (10) days' notice of when their specific relocation/reassignment is to occur.

ARTICLE VII - PROTECTIVE BENEFITS AND OBLIGATIONS

- A. All engineers who are listed on the prior rights St. Louis Hub (Zones 1 and 2) merged rosters shall be considered adversely affected by this transaction and consolidation and will be subject to the New York Dock protective conditions which were imposed by the STB. It is understood there shall not be any duplication or compounding of benefits under this Agreement and/or any other agreement or protective arrangement.
 - Carrier will calculate and furnish TPA's for such engineers to the Organization as soon as possible after implementation of the terms of this Agreement. The time frame used for calculating the TPA's in accordance with <u>New York Dock</u> will be August 1, 1996 through and including July 31, 1997.
 - In consideration of blanket certification of all engineers covered by this Agreement for wage protection, the provisions of <u>New York Dock</u> protective conditions relating to "average monthly time paid for" are waived under this implementing Agreement.
 - Test period averages for designated union officers will be adjusted to reflect lost earnings while conducting business with the Carrier.
 - National Termination of Seniority provisions shall not be applicable to engineers hired prior to the effective date of this Agreement.
- B. Engineers required to relocate under this Agreement will be governed by the relocation provisions of New York Dock. In lieu of New York Dock provisions, an employee required to relocate may elect one of the following options:
 - Non-homeowners may elect to receive an "in lieu of" allowance in the amount of \$10,000 upon providing proof of actual relocation.
 - 2. Homeowners may elect to receive an "in lieu of" allowance in the amount of \$20,000 upon providing proof of actual relocation.
 - Homeowners in Item 2 above who provide proof of a bona fide sale
 of their home at fair value at the location from which relocated shall
 be eligible to receive an additional allowance of \$10,000.

-25-	CARRIER'S EXHIBIT	B-2
11-10	PAGEOF	

- a) This option shall expire within five (5) years from date of application for the allowance under Item 2 above.
- Proof of sale must be in the form of sale documents, deeds, and filings of these documents with the appropriate agency.

NOTE: All requests for relocation allowances must be submitted on the appropriate form.

- With the exception of Item 3 above, no claim for an "in lieu of" relocation allowance will be accepted after two (2) years from date of implementation of this Agreement.
- Under no circumstances shall an engineer be permitted to receive more than one (1) "in lieu of" relocation allowance under this Implementing Agreement.
- 6. Engineers receiving an "in lieu of" relocation allowance pursuant to this Implementing Agreement will be required to remain at the new location, seniority permitting, for a period of two (2) years.

ARTICLE VIII - SAVINGS CLAUSES

- A. The provisions of the applicable Schedule Agreement will apply unless specifically modified herein.
- B. It is the Carrier's intent to execute a standby agreement with the Organization which represents engineers on the former Missouri and Illinois. Upon execution of that Agreement, said engineers will be fully covered by this Implementing Agreement as though the Organization representing them had been signatory hereto.
- C. Nothing in this Agreement will preclude the use of any engineers to perform work permitted by other applicable agreements within the new seniority districts described herein, i.e., engineers performing Hours of Service Law relief within the road/yard zone, ID engineers performing service and deadheads between terminals, road switchers handling trains within their zones, etc.
- D. The provisions of this Agreement shall be applied to all engineers covered by said Agreement without regard to race, creed, color, age, sex, national origin, or physical handicap, except in those cases where a bona fide occupational qualification exists. The masculine terminology herein is for the purpose of convenience only and does not intend to convey sex preference.

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CARRIER'S EXHIBIT B-3
PAGE _____OF___

FOR THE BROTHERHOOD LOCOMOTIVE ENGINEERS: D. E. Penning General Chairman, BLE D. E. Thompson General Chairman, BLE John R. Koonce Caneral Chairman, BLE APPROVED:

Vice President, BLE

Vice President, BLE

D. M. Hahs

M. A. Hartman
General Crector-Labor Relations
Union Pacific Railroad Co.

J.M. Raaz
Assistant Vice President - LR
Union Pacific Railroad Co.

FOR THE CARRIERS:

April 15, 1998

MR D E PENNING GENERAL CHAIRMAN BLE 1253: MISSOURI BOTTOM RD HAZELWOOD MO 63042

MR JOHN R KOONCE GENERAL CHAIRMAN BLE 5050 POPLAR AVE STE 501

MR D E THOMPSON GENERAL CHAIRMAN BLE 414 MISSOURI BLVD SCOTT CITY MO 63780

Gentlemen:

MEMPHIS TN 38157

This refers to the Merger Implementing Agreement for the St. Louis Hub entered into this date.

In Side Letter No. 21 of the Merger Implementing Agreement for the North Little Rock/Pine Bluff Hub entered into on October 9, 1997, Carrier made certain written commitments regarding engineers residing at Illmo and Poplar Bluff. The purpose of this Side Letter is to more specifically define the rights and responsibilities of said engineers at Poplar Bluff and Illmo in line with the Merger Implementing Agreement for the St. Louis Hub and said Side Letter No. 21.

This Side Letter addresses three (3) specific groups of engineers:

- A. Former UP engineers assigned to the UP Dupo Poplar Bluff freight pool (home terminal St. Louis) who have continued to reside at Poplar Bluff under a "reverse lodging" arrangement.
- B. Former UP engineers assigned to the UP Salem Poplar Bluff freight pool (home terminal Salem/Poplar Bluff) who have continued to reside at Poplar Bluff under a "reverse lodging" arrangement.
- C. Former SSW and UP engineers at Illmo and Poplar Bluff who, as a result of the Implementing Agreement, will have their home terminal changed to St. Louis.

Pursuant to the terms of Articles I.A.2. and I.A.5. of the Implementing Agreement covering the St. Louis Hub, the consolidated pool operating between St. Louis and Dexter will be home terminaled at St. Louis, and the pool operating between Salem and Dexter will likewise be home terminaled at Salem. It is the intent and desire of the Carrier that all engineers assigned to this pool who presently reside in Illmo and Poplar Biuff be relocated to St. Louis and Salem. However, considering the large number of engineers who reside at these locations who are reasonably close to retirement age, the Carrier has expressed its willingness to enter into an attrition arrangement for a fixed period of time in order to permit engineers to maintain their residences in the Poplar Bluff and Illmo areas for said period of time while protecting these pools. The terms and conditions of this interim arrangement are as follows:

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Side Letter No. 11 April 15, 1998 Mr. D. E. Penning Mr. D. E. Thompson Mr. J. R. Koonce Page 2

- Former SSW and UP engineers who are required to relocate to St. Louis or Salem shall be considered eligible for the relocation benefits set forth in Article VII.B. of this Implementing Agreement.
- Former SSW engineers who are assigned to either of these pools who decline to relocate to St. Louis or Salem and exercise the "reverse lodging" option provided in Article I.A.2.g. of the Implementing Agreement shall be considered eligible for the relocation benefits under Article VII.B. of this Implementing Agreement. If such engineers should subsequently relocate to St. Louis under the provisions of this Side Letter or otherwise, such relocation shall be considered to be a seniority move and shall not trigger any further relocation benefits under this implementing Agreement.
- Those former UP engineers assigned to the UP Dupo Poplar Bluff and Salem Poplar Bluff freight pools who have continued to reside at Poplar Bluff under a "reverse lodging" attrition arrangement may elect to relocate to St. Louis or Salem, and if so relocated, shall be considered eligible for the relocation benefits set forth in Article VII.B. of this Implementing Agreement. If such employees decline to relocate and elect to exercise the "reverse lodging" option provided in this Agreement, they shall become subject to the provisions of the immediately preceding Section 2 hereof. As agreed in Item 2 of Side Letter No. 21 to the NLR/PB Merger Implementing Agreement, it is undisputed that the distance between Poplar Bluff and Dexter shall not be an issue regarding entitlement of such engineers to such relocation benefits.
- 4. Those engineers described in Sections 2 and 3 above who decline to relocate to St. Louis or Salem and are subsequently forced to relocate because they are unable to held a regular assignment at Dexter/Poplar Bluff, such relocation shall be considered to be a seniority move and shall not trigger any further relocation benefits under this Implementation Agreement.
- 5. Effective upon service of a notice by the Carrier, which cannot be served any sooner than April 1, 2005, the "reverse lodging" attrition arrangements set forth in this Implementing Agreement shall become null and void. On and after that date, all engineers described in Sections 1, 2 and 3 above shall be required to protect their respective freight pools at the designated home terminal locations if they choose to continue to occupy such assignments. This change shall be effected by the service of a thirty (30) day notice by the Carrier of its intent to do so.
- The provisions of this Side Letter No. 11 shall only apply to engineers residing in Poplar Bluff or Illmo or vicinity, and protecting service at such location or vicinity, on October 10, 1997 (date of Carrier's St. Louis Hub Notice).

CARRIER'S EXHIBIT B-6

PAGE OF OF

Side Letter No. 11 April 15, 1998 Mr. D. E. Penning Mr. D. E. Thompson Mr. J. R. Koonce Page 3

- 7. It is understood this Agreement does not operate to preclude an engineer from receiving full relocation benefits under Article VII.B. when required to relocate to Dexter to protect the Dexter-Memphis pool, extra board, or any other assignments established at that location.
- 8. Under the unique circumstances surrounding this Side Letter, engineers at Poplar Bluff and Illmo and vicinity will not be required to provide proof of relocation to Dexter in order to receive the relocation benefits under Article VII.B.1. and 2., but must do so to receive the additional benefit under Article VII.B.3.

The above-described arrangements are designed to deal with a peculiar situation under specific circumstances, and shall not be referred to by either party in any other proceeding or negotiations.

If the foregoing adequately and accurately sets forth our agreement and understanding in this matter, please so indicate by signing in the space provided for that purpose below.

Yours truly

M. A. Hartman

General Director - Labor Relations

ACREED.

B. E. Penning

General Chairman, BLE

D. E. Thompson

General Chairman, BLE

J. R. Koonce

General Chairman, BLE

CC:

D. M. Hahs

Vice President BLE

J. L. McCoy

Vice President BLE

CARRIER'S EXHIBIT B-7

-47-



OF LOCOMOTIVE ENGINEERS

M.R. STEPHENS, SEC'Y TREAS ROUTE 2 BOX 2250 SCOTT CITY, MO 63780



GENERAL COMMITTEE OF ADJUSTMENT
ST. LOUIS SOUTHWESTERN RAILWAY LINES
D. E. THOMPSON, CHAIRMAN
414 MISSOURI BOULEVARD
SCOTT CITY, MO 63780
PHONE (573) 264-3232
FAX (573) 264-3735

July 21, 1999

Labor Relations

J. Cvetas Manager, Labor Relations Union Pacific Railroad 1416 Dodge Street Omaha, NE 68179

CERTIFIED LETTER: Z 042 456 572

Dear Mr. Cvetas

Enclosed for your ready reference is copy of my claim for St. Louis Hub relocation allowance under the option to New York Dock Conditions as per Article VII and Side Letter No. 11 of the St. Louis Hub Agreement.

This is my third copy that I have sent without any payments being received or any written notice as to why the application for the relocation benefits is not payable.

The Carrier has eliminated every engineer assignment at Illmo leaving no positions for any engineer. In addition, the Carrier's decision to eliminate every engineer and every trainman position at Illmo has severely impacted this small town. There is not a city block in the town that does not have houses for sale. The Carrier's decision has affected the price of housing at least twenty-five percent (25%). My home, prior to the Carrier's decision, was appraised at \$87,500.00. At the present time, I do not believe I could sell my house and if it did sell, it would not sell for more than \$50,000.00.

I have provided Mr. Weiss with a copy of recent SSW Awards for employees serving as General Chairman and Vice President who made similar claim, denied by the Carrier and sustained by the Board.

CARRIER'S EXHIBIT C-1
PAGE
TT-16

If necessary, I can and will place myself as an engineer at Dexter, Missouri and make a decision as to accept the in lieu of benefits or the benefits as provided in New York Docket as per the agreement.

There is no windfall in this claim. I have been monetarily impacted by the Carrier's decision and I will do whatever is necessary to assure that I am treated equal to all other employees affected with the elimination of Illmo as a terminal.

Please pay the claim or advise written decision as to why the claim will not be paid as per the agreements.

TOE Thompson

Respectfully,

D. E. Thompson

Enclosures

cc: /Randy Weiss Robin Rock

C-2

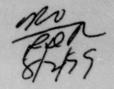
CARRIER'S EXHIBIT C-2

TI-/7

HUB RELOCATION BENEFITS APPLICATION

(ST. Louis . Hub)

(Applicant Insert Name of Appropriate Hub)



Please accept this as my application for relocation benefits as set forth in the above referenced Article VII (B) Merger Implementing Agreement. I understand that my election herein is in lieu of actual relocation benefits provided under New York Dock. This election must be exercised within two (2) years from the date of implementation of this Agreement. (Except that Option 3 shall expire within five (5) years from implementation). Please check one of the following three options:

- Option 1: I am a non-owner and accept a \$10,000 allowance in lieu of New York
 Dock relocation benefits
- Option 2: I am a homeowner and accept a \$20,000 allowance in lieu of York Dock relocation benefits.

If I have accepted Option 1 or 2, I understand that I must submit "proof of actual relocation" in order to receive the "in lieu of" allowance.

Option 3: I am a homeowner and having sold my home, accept a \$10,000 allowance in addition to the \$20,000 allowance I shall receive under Option 2, for a total of a \$30,000 allowance.

If I have accepted Option 3, I understand that I must not only submit "proof of actual relocation" but in addition I must provide "proof of a bona fide sale" of my home at fair value in the form of sale documents, deeds, and filings of these documents with the appropriate agency in order to receive the "in lieu of" allowance.

In addition, I understand that in accepting any of the three options above, I will be required to remain at the new location, seniority permitting, for a period of two (2) years. Please fax or send this completed form to J. E. Cvetas, Manager-Labor Relations Program Administration, 1416 Dodge Street, Room 332, Omaha, NE 68179; fax (402)271-2463. Mr. Cvetas can also be reached by phone at (402)271-4577.

NAME DAVID E.	THOMPSON SSN 4	199-38-2086 M
	id E. Thompson	٨٧
CRAFT Zocomo	TIVE ENGINEER	400
DATE JANUAR	9 21, 1999	
OLD WORK LOCATION_	TLLMO, MO NEW WORK LO	CATION UNDETERMINED
A-RELAPPLSAB(I)	Octo -1-	CARRIER'S EXHIBIT OF

August 4, 1999

MR D E (GENE) THOMPSON GENERAL CHAIRMAN BLE 414 MISSOURI BLVD SCOTT CITY MO 63780

Dear Sir:

This is in reference to your letter of July 21, 1939 concerning your claim for St. Louis Hub relocation.

I have again reviewed your file and it remains my position that you are not currently eligible for relocation benefits. Prior to the merger and the implementing agreement you were a full-time General Chairman for the SLE. Records indicate that you are still a full-time General Chairman for the BLE. As such, you were not affected by the implementation of the St. Louis Hub Agreement. If you relinquish your position as a General Chairman and return to full-time service as an engineer, the Carrier will consider your relocation allowance at that time.

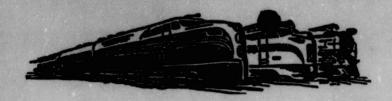
Furthermore, the Awards you supplied Mr. Weiss do not support your position. Those Awards only applied to individuals who had returned to active service with the Carrier. They were not active union officials.

Your request for relocation benefits is respectively denied.

Yours truly,

J. E. CVETAS ASST DIR PROG ADM

cc: M. A. Peak



BROTHERICOD OF LOCOMOTIVE ENGINEERS

M.R. STEPHENS, SEC'Y TREAS ROUTE 2 BOX 2250 SCOTT CITY, MO 63780



August 11, 1999

ICC-307-26

GENERAL COMMITTEE OF ADJUSTMENT
ST. LOUIS SOUTHWESTERN RAILWAY LINES
D. E. THOMPSON, CHAIRMAN
414 MISSOURI BOULEVARD
SCOTT CITY, MO 63780
PHONE (573) 264-3232
FAX (573) 264-3735

J. E. Cvetas Manager, Labor Relations Union Pacific Railroad 1416 Dodge Street Omaha, NE 68179

CERTIFIED LETTER: Z 047 247 492

Reference: Your letter of August 4, 1999 denying the claim for relocation benefits as per the St. Louis Hub Agreement - Claimant, David E. Thompson

Dear Mr. Cvetas:

Please be advised that your decision to deny the claim for relocation benefits is in violation of the St. Louis Hub Agreement and is not acceptable.

As per the provision of Part II of the New York Dock protective conditions which were imposed by the Surface Transportation, this is our notice to refer this dispute to an Arbitration Committee.

I, David E. Thompson will be the Organization member of the Committee. I would suggest that the Neutral Member of the Committee be Mr. John C. Fletcher. If you are not agreeable, we can allow the National Mediation Board to designate the Neutral Member.

Please be advised that the claim for Option 2 is to be changed to the actual provisions of the New York Dock Conditions and/or as provided in Article VII of the St. Louis Hub Agreement.

Please advise the Carrier Member of the Committee and your decision as to the selection of the Neutral Member.

Thompson

Respectfully,

D. E. Thompson

CARRIER'S EXHIBIT

E-1

II-20

August 16, 1999

MR D E (GENE) THOMPSON GENERAL CHAIRMAN BLE 414 MISSOURI BLVD SCOTT CITY MO 63780

Dear Sir:

Reference your letter of August 11, 1999 concerning the claim for relocation benefits for Claimant David E. Thompson.

It should be pointed out that this office is an administrative office which handles relocation request, among other duties, for various agreements throughout the system, This office is not the designated office, under the Railway Labor Act, to handle time claims and grievances.

If it is your contention that you are entitled to relocation benefits under the provisions of the St. Louis Hub Agreement, the matter should be referred to your Local Chairman and handled in accordance with the Schedule Agreement and the Railway Labor Act. If you desire to circumvent the procedures, you should contact the highest designated officer to handle time claims and grievances on your territory.

Yours truly,

J. E. CVETAS ASST DIR PROGRAM ADM

cc: P. J. Waldmann C. R. Wise

CARRIER'S EXHIBIT F-1

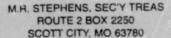


BROTHER OF LOCOMOTIVE ENGINEERS

D. E. THOMPSON, CHAIRMAN 414 MISSOURI BOULEVARD

SCOTT CITY, MO 63780 PHONE (573) 264-3232 FAX (573) 264-3735

GENERAL COMMITTEE OF ADJUSTMENT ST. LOUIS SOUTHWESTERN RAILWAY LINES





August 22, 1999

ICC-307-26

J. Cvetas Manager, Labor Relations Union Pacific Railroad 1416 Dodge Street Omaha, NE 68179

Reference: Your letter of August 16, 1999 in response to my letter of August 11, 1999 for relocation benefits.

Dear Mr. Cvetas:

The claim for relocation benefits is not a Railway Labor Act issue. The claim is filed under the provision of the New York Dock conditions and any such claim progressed to the First Division or Public Law Board would be dismissed for lack of jurisdiction.

The documentation I have from Union Pacific regarding relocation benefits states that you are the officer of Union Pacific to handle such matters. If you are not the highest officer that would be the Carrier Member of the Arbitration Committee, you need to do one of two things, either give this letter to the appropriate officer of Union Pacific or advise the name and address of said officer.

There are additional claims that are still to be resolved and we may also list these claims to the Arbitration Committee.

In regards to the claim for David E. Thompson, I would suggest you or the appropriate officer read the provisions of the St. Louis Hub Agreement before making a decision to refer the issue to an Arbitration Committee.

Please do not further delay this request to refer this dispute to the Arbitration Committee.

Thompson

Respectfully,

D. E. Thompson

CARRIER'S EXHIBIT_ [-]

September 7, 1999

Mr. D. E. Thompson General Chairman BLE 414 Missouri Boulevard Scott City, MO 63780

Dear Sir:

Reference your letters of August 11 and 22, 1999 concerning the St. Louis Hub Agreement. I am currently the Carrier's highest officer of appeal to handle relocation disputes under the Hub agreement and the letters have been forwarded to me for further handling.

I referred your question to Director Labor Relations M. A. Hartman who was signatory to the Hub Agreement. He affirmed the position previously taken by the Carrier that since you are not an active engineer at any location the relocation provisions are not applicable at this time.

I will be calling you concerning the selection of a NYD arbitrator.

Yours truly,

west

W. S. Hinckley

Bcc: Michelle Peak - I would like you to research and write this case.

CARRIER'S EXHIBIT H-1
PAGE OF TI-82

V. S. HINCKLEY
GENERAL DIRECTORLABOR RELATIONS-OPERATING-SOUTH

1416 DODGE STREET OMAHA NEBRASNA 68179 (402) 271-3689



October 18, 1999

Mr. C.R. Rightnower General Chairman BLE 320 Brookes Dr. Suite 115 Hazelwood, Mo 63042

Mr. D. E. Thompson General Chairman BLE 414 Missouri Boulevard Scott City, MO 63780

Mr. W. R. Slone General Chairman BLE 6207 Airport Freeway Ft. Worth, TX 76117-5321 Mr. R. A. Poe General Chairman BLE 6240 Tarascas El Paso, TX 79912

Mr. D. M. Hahs Vice President BLE 1011 St. Andrews Kingwood, TX 77339

Mr. M. A. Young General Chairman BLE 1620 Central Ave. #201 Cheyenne WY 82001

Gentlemen:

During our recent conferences several items were scheduled for NYD arbitration. Attached please find an attachment "A" listing six cases. Please review the cases and advise of any changes, additions or deletions to this attachment. I will contact VP Don Hahs concerning the selection of a Neutral.

Yours truly,

W. S. Hinckley

NEW YORK DOCK ARBITRATION

ATTACHMENT "A"

Case No. 1

In the Salina Hub (phase II), are all employees who were in engineer training on the day of implementation (May 1999) prior righted to engineer positions or are only those employees who were in engineer training on July 16, 1998 entitled to prior rights?

Case No. 2

Is engineer D. E. Thompson entitled to the "in lieu of" relocation provisions of the **Hub Agreement?**

Case No. 3

Which former HBT engineers should be afforded Zone 5 prior rights. (Zone 5 is a roster created by a merger implementing agreement)

Case No. 4

What seniority date will be used (system or point) on the DFW Master Dovetail Roster for common assignments when the prior rights period in the DFW Hub expires?

Case No. 5

What is the rightful date of SSW engineer D. C. Kern? Is it the date shown on the seniority rosters provided by General Chairman Thompson (6/12/78), or is it the date that the former SSW rosters were top and bottomed (11/15/83)?

Case No. 6

le the agreed to template (82/12/6%) to be applied to that group of engineers in the DFW Hub above the pre-merger numbers (310 UP, 42 SP, and 23 SSW)? If so, the SSW would be entitled to two additional slots. Do the Prior rights stop at this same number? After the prior rights number is finalized, how are slots above that number filled?

II-24

W.S. HINCKLEY
GENERAL DIRECTORLABOR RELATIONS-OPERATING-SOUTH

1416 DODGE STREET OMAHA. NEBRASKA, 68179 (402) 271-3606 5:201



November 4, 1999

Mr. D. M. Hahs Vice President BLE 1011 St. Andrews Kingwood, TX 77339

Mr. R. A. Poe General Chairman BLE 6240 Tarascas El Paso, TX 79912

Mr. W. R. Slone General Chairman BLE 6207 Airport Freeway Ft. Worth TX 76117-5321

Mr. C.R. Rightnower General Chairman BLE 320 Brookes Dr. Suite 115 Hazelwood, Mo 63042

Mr. D. E. Thompson General Chairman BLE 414 Missouri Boulevard Scott City, MO 63780

Mr. M. A. Young General Chairman BLE 1620 Central Ave. #201 Cheyenne WY 82001

Gentlemen:

This is to confirm that the New York Dock arbitration is scheduled for January 18, 2000 at the Carrier's office in Spring Texas. I recently sent out an attachment "A" with six questions and while some of you have discussed these questions with me by telephone I have not received anything in writing suggesting alternate language. I am sending each of you a new attachment "A" that has a seventh question added after a meeting with General Chairman C.R. Rightnower. There is a similarity between question 7 and question 1.

Yours truly,

W. S. Hinckley

Mr. Eckehard Muessig Arbitrator 3450 No. Venice Street Arlington, VA 22207

Note to Eck and Don: Spring is about 10 miles north of the Houston International airport. I usually say near the airport and when I get my hotel reservations I will call you and let you know where I will be staying the night of the 17th. We can pick you up at the airport and maybe Don Hahs and I can take you to dinner that night and have an informal executive session.

PAGE TT-85

NEW YORK DOCK ARBITRATION

ATTACHMENT "A"

Case No. 1

In the Salina Hub (phase II), are all employees who were in engineer training on the day of implementation (May 1999) prior righted to engineer positions or are only those employees who were in engineer training on July 16, 1998 entitled to prior rights?

Case No. 2

Is engineer D. E. Thompson entitled to the "in lieu of" relocation provisions of the Hub Agreement?

Case No. 3

Which former HBT engineers should be afforded Zone 5 prior rights. (Zone 5 is a roster created by a merger implementing agreement)

Case No. 4

What seniority date will be used (system or point) on the DFW Master Dovetail Roster for common assignments when the prior rights period in the DFW Hub expires?

Case No. 5

What is the rightful date of SSW engineer D. O. Kern? Is it the date shown on the seniority rosters provided by General Chairman Thompson (6/12/78), or is it the date that the former SSW rosters were top and bottomed (11/15/83)?

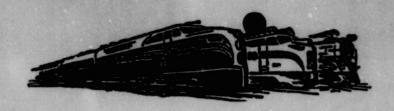
Case No. 6

Is the agreed to template (82/12/6%) to be applied to that group of engineers in the DFW Hub above the pre-merger numbers (310 UP, 42 SP, and 23 SSW)? If so, the SSW would be entitled to two additional slots. Do the Prior rights stcp at this same number? After the prior rights number is finalized, how are slots above that number filled?

Case No. 7

Are the twelve engineers who responded to the October 10, 1998 at Kansas City entitled to prior rights in Zone 2 of the Kansas City Hub.

CARRIER'S EXHIBIT I-4



BROTHER MOOD OF LOCOMOTIVE ENGINEERS

M.R. STEPHENS. SEC'Y TREAS ROUTE 2 BOX 2250 SCOTT CITY, MO 63780



GENERAL COMMITTEE OF ADJUSTMENT
ST. LOUIS SOUTHWESTERN RAILWAY LINES
D. E. THOMPSON, CHAIRMAN
414 MISSOURI BOULEVARD
SCOTT CITY, MO 63780
PHONE (573) 264-3232
FAX (573) 264-3735

November 11, 1999

ICC-307-18 ICC-307-21 ICC-307-30

W. S. Hinckley General Director, Labor Relations Union Pacific Railroad Company 1416 Dodge Street Omaha, NE 68179

Reference: Your letter of November 4, 1999 with attachment "A" listing seven (7) questions.

Dear Sir:

From my notes and correspondence, there are additional questions that must be added to the list and additional questions in some of the cases shown on attachment "A".

Case No. 1 - Salina Hub - What is the correct seniority date for the former SSW engineers that entered training November 16, 1998 and November 29, 1998? Who was selected to Zone 2, Salina Hub when canvassed as a trainman and engineer?

What is the correct implementation date for the Expanded Salina Hub?

What is the correct number of slotted prior rights SSW positions in the Herington/Kansas City and Herington/Pratt freight pools as per Article 1, B1 and B2?

What is the correct date for Zone 1 engineers being placed at the bottom of Zone 2 engineers and the correct date for Zone 2 engineers being placed at the bottom of Zone 1, Salina Hub?

CARRIER'S EXHIBIT J-1
PAGE TZ-27

In regards to the third issue, data was provided by Carrier Officer Cooley and Weiss. Using the data, the Local Chairmen agreed to thirty-eight (38) Herington/Kansas City and eighteen (18) Herington/Pratt. If Mr. Young is not agreeable, we will expect the same data being made a part of the Carrier's submission whereby the Neutral can assign the numbers based upon the data.

Case No. 2 - The Carrier has agreed that engineer D. E. Thompson is entitled to the Protective Benefits as provided in Article VII of the St. Louis Hub Agreement and will be paid correct claim with first date of compensated service in the Hub of choice.

The case can be removed from attachment "A" if the Carrier provides written acknowledgment as stated above.

Case No. 5 - Case No. 6 - It is my understanding that Mr. Slone has agreed that the correct seniority date for former SSW Engineer D. O. Kern is his date as an engineer (6-12-78) and as per his letter of October 8, 1999, he is in agreement that three (3) additional former SSW engineer's seniority date prior to 03-03-99 will have the right to be assigned to the Dallas/Fort Worth Hub Roster using their date as an engineer with prior rights.

This office is in agreement with his letter, and if nothing has changed, Case No. 5 and Case No. 6 has been resolved.

Case No. 7 - I am not certain what this issue pertains to. I do not know what my position would be on this issue given the lack of knowledge. If what little information I have is correct, I may not be opposed.

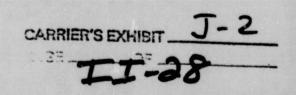
The following are cases that involve the NLR/PB Hub:

Case No. 8 - What is the correct pay for engineers under Article !, A part 21, page 10?

Case No. 9 - What is the correct pay for engineers under Article I, part 24, page 11; Article I B, part 4, page 12-13; and Article I C, part 5, page 14-15.

Case No. 10 - What is the correct pay for engineers in Zone 2 who run through the terminal and deliver the loaded coal trains to White Bluff or is transported to get the empties and run through the terminal as per Article I B 6, page 13?

Case No. 11 - What is the correct pay for engineers transported between North Little Rock and Pine Bluff or vice versa as per Side Letter No. 11 of the NLR/PB Hub?



I am enclosing copies of Mr. Hinckley's letters dated September 23, 1999 and October 5, 1999 regarding open issues discussed in the September conferences.

If the other issues have not been resolved, they should be listed by the involved General Chairmen.

Please advise.

Respectfully,

DE Thompson

cc: D. M. Hahs, VP

M. A. Young, GC

C. R. Rightnowar, GC

R. A. Poe, GC

W. R. Slone, GC

BLE/SSW Divisions

CARRIER'S EXHIBIT J-3
PAGE TT-39

December 2, 1929 NYD 331 cases 1-7

Mr. C.R. Rightnower General Chairman BLE 320 Brookes Dr. Suite 115 Hazelwood, Mo 63042

Mr. D. E. Thompson General Chairman BLE 414 Missouri Boulevard Scott City, MO 63780

Mr. M. A. Young General Chairman BLE 1620 Central Ave. #2)1 Cheyenne WY 82001 Mr. D. M. Hahs Vice President BLE 1011 St. Andrews Kingwood, TX 77339

Mr. R. A. Poe General Chairman BLE 6240 Tarascas El Paso, TX 79912

Mr. W. R. Slone General Chairman BLE 6207 Airport Freeway Ft. Worth TX 76117-5321

Gentlemen:

Reference my November 4, 1999 letter with an Attachment A concerning 7 NYD cases to be heard on January 18, 1999 at Spring, Texas. I have heard from all of you, either in writing or verbally. Of the original 7 cases only one has been resolved which was old case two involving a relocation allowance. In its place I have added a new case two which involves the proper roster ratcheting to be used for Longview.

This question was added after I received different proposals from the General Chairmen involved in that case and after talking with them believed that it was best to add that case to the docket. A revised attachment "A" is enclosed with this letter.

Your responses to my earlier letter raised a couple of procedural issues. First, some of you wanted to expand upon the question at issue and either make it more detailed or add sub questions. Since there is not agreement on how the questions should be worded, I will retain my basic questions and each of you are free to word the questions in your submission in whatever detail you wish as long as they are concerned with the basic question.

CARRIER'S EXHIBIT K-1

Second, there has been some discussion about oral commitments and agreements that seem to melt away when it comes to putting them in writing. If by chance parties in dispute do reach a written agreement I believe that it should have the signatures of the General Chairmen involved and the Carriers with wording that it resolves Case ___ of the NYD docket number 331. At that time we can remove it from the docket but not before.

Third, some of you have asked about retaining Mr. Muessig as a NYD neutral. I am agreeable to this and in talking with Mr. Muessig he is also agreeable. He has kindly set aside March 29, 2000 as a future hearing date. My condition is that individual New York Dock cases between each of your offices and the Carrier should have a separate NYD docket for handling. The current docket is unique in the number of General Chairmen involved and future NYD cases will most likely be based on non seniority issues such as relocation eligibility etc which will need their own dockets. We will start preparing those dockets for those who have already contacted this office to do so.

Yours truly,

W. S. Hinckley

Mr. Eckehard Muessig Arbitrator 3450 No. Venice Street Arlington, VA 22207

Bc: Andrea and Catherine – we need to meet on these to decide the approach we want to take in the hearing.

CARRIER'S EXHIBIT K-2
AGE FZ-31

NEW YORK DOCK ARBITRATION

ATTACHMENT "A" (December 2, 1999)

Case No. 1

In the Salina Hub (phase II), are all employees who were in engineer training on the day of implementation (May 1999) prior righted to engineer positions or are only those employees who were in engineer training on July 16, 1998 entitled to prior rights?

Case No. 2

What is the proper roster ratcheting method for the three zone rosters at Longview?

Case No. 3

Which former HBT engineers should be afforded Zone 5 prior rights. (Zone 5 is a roster created by a merger implementing agreement)

Case No. 4

What seniority date will be used (system or point) on the DFW Master Dovetail Roster for common assignments when the prior rights period in the DFW Hub expires?

Case No. 5

What is the rightful date of SSW engineer D. O. Kern? Is it the date shown on the seniority rosters provided by General Chairman Thompson (6/12/78), or is it the date that the former SSW rosters were top and bottomed (11/15/83)?

Case No. 6

Is the agreed to template (82/12/6%) to be applied to that group of engineers in the DFW Hub above the pre-merger numbers (310 UP, 42 SP, and 23 SSW)? If so, the SSW would be entitled to two additional slots. Do the Prior rights stop at this same number? After the prior rights number is finalized, how are slots above that number filled?

Case No. 7

Are the twelve engineers who responded to the October 10, 1998 promotion notice at Kansas City entitled to prior rights in Zone 2 of the Kansas City Hub.

CARRIER'S EXHIBIT K-3.

APPENDIT III

Labor protective conditions to be imposed in railroad transactions pursuant to 49 U.S.C. 11343 et seq. [formerly sections 5(2) and 5(3) of the Interstate Commerce Act], except for transact rights and lease proposals which are being considered elsewhere, are as follows:

- 1. Definitions.-(a) "Transaction" means any action taken pursuant to authorizations of this Commission on which these provisions have been imposed.
- (b) "Displaced employee" means an employee of the railroad who, as a result of a transaction is placed in a worse position with respect to his compensation and rules governing his working conditions.
- (c) "Dismissed employee" means an employee of the refirred who, as a result of a transaction is deprived of employment with the refirred because of the abolition of his position or the loss thereof as the result of the exercise of seniority rights by an employee whose position is abolished as a result of a transaction.
- (d) "Protective period" means the period of time during which a displaced or dimissed employee is to be provided protection hereunder and extends from the date on which an employee is displaced or dimissed to the expiration of 6 years therefrom, provided, however, that the protective period for any particular employee shall not continue for a longer period forling the date he was displaced or dismissed than the period during which such employee was in the employ of the railroad prior to the date of his displacement or his dismissal. For purposes of this appendix, an employee's length of service shall be determined in accordance with the provisions of section 7(b) of the Washington Job Protection Agreement of Way 1936.
- 2. The rates of pay, rules, working conditions and allcollective bargaining and other rights, privileges and benefits
 (including continuation of pension rights and benefits) of the
 railroad's employees under applicable laws and/or existing
 collective bargaining agreements or otherwise shall be preserved
 unless changed by future collective bargaining agreements or
 applicable statutes.
- 3. Nothing in this Appendix shall be construed as depriving any employee of any rights or benefits or eliminating any obligations which such employee may have under any existing jee security or other protective conditions or arrangements; provided, that if an employee otherwise is eligible for protection under both this Appendix and some other jee accurity or other protective conditions or arrangements, he shall elect between the benefits under this Appendix and similar benefits under such other arrangement and, for so long as he continues to receive such benefits under the provisions which he so closes, he shall not be entitled to the same type of benefit under the provisions which he does not so elect; provided further, that the benefits under this Appendix, or any other arrangement, shall be construed to include the conditions,

responsibilities and obligations accompanying such benefits; and, provided further, that after expiration of the period for which such employee is entitled to protection under the arrangement which he an elects, he may then be entitled to protection under the other arrangement for the remainder, if any, of this protective period under that arrangement.

destroyed and irrepresent or Decision - (a) Each railroad contemplating a transaction which is subject to these conditions and may sause the dismissal or displacement of any exployees, or rearrangement of forces, shall give at least ninety (90) days written notice of such intended transaction by posting a notice on bulletin boards convenient to the interested employees of the railroad and by mending registered mail notice to the representatives of such interested employees. Such notice shall contain a full and adequate statement of the proposed changes to be affected by such transaction, including an the intended changes. Frier to consummation the parties shall negotiate in the following manner.

Within five (5) days from the date of receipt of notice, at the request of either the railroad or representatives of such interested employees, a place shall be selected to hold negotiations for the purpose of reaching agreement with respect to application of the terms and conditions of this appendix, and these negotiations shall commence immediately thereafter and continue for at least thirty (30) days. Each transaction which may result in a dismissal or displacement of employees or rearrangement of forces, shall provide for the selection of forces from all employees involved on a basis accepted as appropriate for application in the particular case and any assignment of employees made necessary by the transaction this section 4. If at the end of thirty (30) days there is a failure to agree, either party to the dispute may submit it for adjustment is accordance with the following procedures:

- (1) Within five (5) days from the request for arbitration the parties shall select a neutral referee and in the even they are unable to agree within said five (5) days upon the selection of said referee them the Mational Mediation Board shall immediately appoint a referee.
- (2) So later than twenty (20) days after a referee has been designated a hearing on the dispute shall commence.
- (3) The decision of the referee shall be final, binding and conclusive and shall be rendered within thirty (30) days from the commencement of the hearing of the dispute.

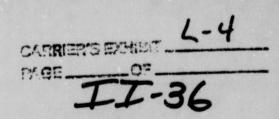
- (4) The salary and expenses of the referee shall be borne equally by the parties to the proceeding; all other expenses shall be paid by the party incurring thes.
- (b) No change in operations, services, facilities, or equipment shall occur until after an agreement is reached or the decision of a referee has been rendered.
- 5. Displacement allowences -(a) So long after a displaced employee's displacement as he is unable, in the normal exercise of his seniority rights under existing agreements, wales and practices, to obtain a position producing compensation equal to or exceeding the compensation he received in the position from which he was displaced, he shall, during his protective period, he paid a monthly displacement allowance equal to the difference between the monthly compensation received by him in the position in which he is retained and the average monthly compensation received by him in the position from which he was displaced.

Each displaced employee's displacement allowance shall be determined by dividing separately by 12 the total compensation received by the employee and the total time for which he was paid during the last 12 months in which he perferred services is mediately preceding the date of his misplacement as a result of the transaction (thereby producing average monthly compensation and average monthly time paid for in the test period), and provided further, that such allowance shall also be adjusted to reflect subsequent general wage increases.

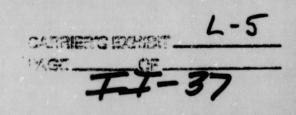
If a displaced employee's compensation is his retained position in any month is less in any month in which he performs work than the aforesaid average compensation (adjusted to reflect subsequent general wage increases) to which he would have been entitled, he shall be paid the difference, less compensation for time lost on account of his voluntary absences to the extent that he is not available for service equivalent to his average monthly time during the test period, but if in his retained position he works in any month in excess of the aforesaid average monthly time paid for during the test pariod he shall be additionally compensated for such excess time at the rate of pay of the retained position.

- (b) If a displaced employee fails to exercise his seniority rights to secure another position available to him which does not require a change in his place of residence, to which be in entitled under the working agreement and which carries a rate of pay and compensation exceeding those of the position which he elects to retain, he shall thereafter be treated for the purposes of this section as occupying the position he elects to decline.
- (e) The displacement allowance shall cease prior to the expiration of the protective period in the event of the displaced employee's resignation, death, retirement, or dismissal for justifiable cause.

- shall also be adjusted to reflect subsequent general wage
- (b) The dismissal allowance of any dismissed employee une returns to service with the railroad shall cause while he is so reemployed. During the time of such recaployment, he shall be entitled to protection in accordance with the provisions of section 5.
- (e) The dismissal allowance of any dismissed employee who is otherwise employed shall be reduced to the extent that his combined monthly earnings is such other employment, any benefits received under any unemployment insurance law, and his dismissal allowance exceed the amount upon which his dismissal allowance is based. Such employee, or his representative, and the railroad shall agree upon a procedure by which the railroad shall be currently informed of the earnings of such employee in employment other than with the railroad, and the benefits received.
- (d) The dismissal ellewance shall besse prior to the expiration of the protective period in the event of the employon's resignation, death, retirement, dismissal for justifiable cause under existing agreements, failure to return to service after being notified in accordance with the working agreement, failure without good enuser to accept a comparable position which does not require a change in his place of residence for which he is qualified and eligible after appropriate notification, if his return does not infringe upon the employees under a working agreement.
- 7. Separation allowance. A dismissed employee entitled to protection under this appendix, may, at his option within 7 days of his dismissal, resign and (in lieu of all other benefits and protections provided in this appendix) accept a lump sum payment computed in accordance with section 9 of the Mashington Job Protection Agreement of May 1936.
- I. Fringe benefits... He employee of the railroad who is affected by a transaction shall be deprived, during his pretection period, of benefits attached to his provious employment, such as tree transportation, bespitalization, peasions, reliefs, at enters, under the same conditions and so long as such benefits continue to be accorded to other employees of the railroad, is active or on furlough as the came may be, to the extent that such benefits can be so maintained under present authority of law or corporate action or through future authorization which may be obtained.



- Print expenses. Any employee retained in the service of the railroad or who is later restored to service after being entitled to reserve a dismissual allowance, and who is required to change the point of his employment as a result of the transaction, and who within his protective period is required to move his place of residence, shall be reimbursed for sail expenses of serving his beaucheld and other personal effects for the traveling expenses for himself and his family and for his own actual wage loss, not exceed 3 working days, the exact extent of the responsibility of the railroad during the time secessary for such transfer and for reasonable time thereafter and the ways and means of transportation to be agreed upon in advance by the railroad and the affected employee or his representatives; provided, however, that changes in place of residence which are not a result of the transaction, shall not be employee to be within the purview of this section; provided above, assume the expenses, at cetera, for any employee fireloughed with three (3) years after changing his point of employment as a result of a transaction, who elects to move his place of residence back to his original point of employment. So chais for reinbusement shall be paid under the provision of this section unless such claim is presented to railroad with 90 days after the date on which the expenses were incurred.
- 10. Should the railroad rearrange or adjust its forces in enticipation of a transaction with the purpose or effect of depriving an employee of benefits to which he otherwise would have became entitled under this appendix, this appendix will apply to such employee.
- 11. Arbitration of disputes.— (a) In the event the railread and its employees or their authorized respresentatives cannot settle any dispute or controvery with respect to the interpretation, application or enforcement of any provision of this appendix, except section 1 and 2 of this article I, within 20 days after the dispute arises, it may be referred by either party to an arbitration committee. Upon notice in writing served by one party on the other of intent by that party to refer a dispute or controversy to an arbitration committee, each party shall, within 10 days, select one member of the committee and the members thus chosen shall select a neutral neabor who shall serve as chairman. If any party fails to selects its member of the arbitration sommittee within the prescribed time limit, the general chairman of the involved labor organization or the highest officer designated by the railreads, as the case may be, shall be deemed the selected neabor and the committee shall then function and its decision shall have the same force and effect as though all parties had selected their members. Should the members be unable to agree upon the appointment of the neutral member within 10 days, the parties shall then within an additional 10 days endeavor to ask, failing such agreement, either party may request the lational Mediation Board to designate within 10 days the neutral member whose designation will be binding, upon the parties.

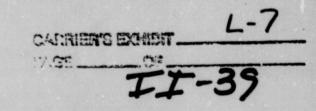


- (b) Is the event a dispute involves more than one labor organization, each will be entitled to a representative on the arbitration committee, in which event the railroad will enti-tled to appoint additional representatives so as to equal the number of labor organization representatives.
- (c) The decision, by sajority vote, of the arbitration committee shall be final, binding, and conclusive and shall be rendered within 45 days after the hearing of the dispute or controversy has been eccaluded and the record closed.
- (d) The salaries and expenses of the neutral member shall be berne equally by the parties to the proceeding and all other expenses shall be paid by the party incurring them.
- (a) In the event of any dispute as to whether or not a particular employee was affected by a transaction, it shall be his obligation to identify the transaction and specify the pertinent facts of that transaction relied upon. It shall then be the railroad's burden to prove that factors other than a transaction affected the employee.
- 12. Losses from home removal .- (a) The following conditions shall apply to the extent they are applicable in each instance to any employee who is retained in the service of the railroad (or who is later restored to service after being entitled to receive a dismissal allowance) who is required to change the point of his employment within his pro-tective period as a result of the transaction and is therefore required to move his place of residence:
- (1) If the employee owns his own home in the locality from which he is required to move, he shall at his option be reimbursed by the railroad for any loss suffered in the sale of his home for less than its fair value. In each case the fair value of the home in question shall be determined as of a date sufficiently prior to the date of the transaction so as to be unaffected thereby. The railroad shall in each instance be afforded an opportunity to purchase the home at such fair value before it is sold by the employee to any other person.
- (11) If the employee is under a contract to purchase his home, the railroad shall protect his against loss to the extent of the fair value of equity he may have in the home and in addition shall relieve his from any further obligation under
- (111). If the employee holds an unexpired lease of a dwelling occupied by his as his home, the railroad shall pro-tect his from all loss and cost in securing the cancellation of
- b) Changes in place of residence which are not the result of a transaction shall not be considered to be within the purview of this section.

- (c) He claim for less shall be paid under the provisions of this section unless such claim is presented to the railroad within I year after the date the employee is required to move.
- (d) Should a controversy arise in respect to the value of the home, the less sustained in its sale, the less under a contract for purchase, less and cost in securing termination of a lease, or any other question in connection with these matters, it shall be decided through joint conference between the employee, or their representatives and the railroad. In the event they are unable to agree, the dispute or controversy may be referred by either party to a board of competent real estate appraisers, selected in the following manner. One to be selected by the representatives of the employees and one by the railroad, and these two, if unable to agree within 30 days upon a valuation, shall endeavor by agreement within 10 days thereafter to select a third appraiser, or to agree to a method by which a third appraiser shall selected, and failing such agreement, either party may request the fattional Mediation heard to designate within 10 days a third appraiser whose designation will be binding upon the parties. A decision of a majority of the appraisers shall be required and said decision shall be final and conclusive. The salary and expenses of the appraisal board, shall be before equally by the parties to incurring them, including the compensation of the appraiser selected by such party.

ARTICLE II

- 1. Any employee who is terminated or furloughed as a result of a transaction shall, if he so requests, he granted priority of employment or reemployment to fill a position conparable to that which he held when his employment was terminated or he was furloughed, even though in a different craft or class, on the railroad which he is, or by training or retraining physically and mentally can become, qualified, not, however, in contravention of collective bargaining agreements relating thereta.
- 2. In the event such training or retraining is requested by such employee, the railroad shall provide for such training or retraining at me cost to the employee.
- 3. If such a terminated or furloughed employee who had made a request under section 1 or 2 of the article II fails without good cause within 10 calendar days to accept an offer of a position comparable to that which he hald when terminated or furloughed for which he is qualified, or for which he has satisfactorily completed such training, he small, effective at the expiration of such 10-day period, forfeit all rights and benefits under this appendix.



ARTICLE III

Subject to this appendix, as if employees of railroad, shall be employees, if affected by a transaction, of separately incorporated terminal companies which are owned (in whole or in part) or used by railroad and employees of any other enterprise within the definition of common carrier by railroad in section 1(3) of part I of the Interstate Commerce Act, as amended, in which railroad has an interest, to which railroad provides facilities, or with which railroad contracts for use of facilities, or the facilities of which railroad otherwise uses; except that the provisions of this appendix shall be suspended with respect to each such employee until and unless he applies for employment with each owning carrier and each using carrier; provided that said carriers shall establish one convenient central location for each terminal or other enterprise for receipt of one such application which will be effective as to all said carriers and railroad shall notify such employees of this requirement and of the location for receipt of the application. Such employees shall not be entitled to any of the benefits of this appendix in the case of failure, without good cause, to accept comparable employment, which does not require a change in place of residence, under the same conditions as apply to other employees under this appendix, with any carrier for which application for employment has been made in accordance with this section.

PELICIE IA

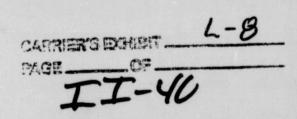
Employees of the railroad who are not represented by a labor organization shall be afforded substantially the same levels of protection as are afforded to members of labor organizations under these terms and conditions.

In the event any dispute or controversy arises between the railroad and an employee not represented by a labor organization with respect to the interpretation, application or enforcement of any provision hereof which cannot be settled by the parties within pute to arbitration.

ARTICLE Y

1. It is the intent of this appendix to provide employee protections which are not less than the benefits established under 49 USC 11347 before February 5, 1976, and under section 565 of title 45. In so doing, changes in wording and organization from arrangements earlier developed under those sections have been necessary to make such benefits applicable to transactions as defined in article 1 of this appendix. In making such changes, it is not the intent of this appendix to diminish such benefits. Thus, the terms of this appendix are to be reselved in favor of this intent to provide employee protections and benefits as less than those established under 49 USC 11347 before February 5, 1976 and under section 565 of title 45.

 In the event any provision of this appendix is held to be invalid or other wise unenforceable under applicable law, the remaining provisions of this appendix shall not be affected.



Form 1

NATIONAL RAILROAD ADJUSTMENT BOARD SECOND DIVISION

Award No. 13265 Docket No. 13112 98-2-96-2-12

The Second Division consisted of the regular members and in addition Referee Eckehard Muessig when award was rendered.

(Jimmy D. Burnett

PARTIES TO DISPUTE:

(Norfolk Southern Railway Company

STATEMENT OF CLAIM:

"The closing of the Hayne Shop in Spartanburg, South Carolina has adversely affected me. I have been forced to take a job in Linwood. North Carolina which is over 120 miles away. I did not get to bid on the job's at Linwood. I was able to bid <u>only</u> on shifts and days off. They rearranged forces before July 3, 1995 in anticipation of us accepting jobs at Linwood.

I am not doing the same type work that I was doing at Hayne Shop. They told me that I would be doing door work. Norfolk Southern is sending cars to Contract Shops for work that we could still be doing at Hayne Shop. I do not receive the 25 cents per hour welding rate, because it is not offered as it was at the Hayne Shop."

FINDINGS:

The Second Division of the Adjustment Board, upon the whole record and all the evidence, finds that:

The carrier or carriers and the employee or employees involved in this dispute are respectively carrier and employee within the meaning of the Railway Labor Act. as approved June 21, 1934.

This Division of the Adjustment Board has jurisdiction over the dispute involved herein.

CARRIER'S EXHIBIT M-1

Award No. 13265 Docket No. 13112 98-2-96-2-12

Parties to said dispute were given due notice of hearing thereon.

The significant events leading to this claim arose on April 3. 1995 when the Carrier provided notice that certain mechanical work performed at Hayne Car Shop, Spartanburg, South Carolina, would be transferred to other locations on the Carrier's rail system. The Carrier's notice provided, in part, that any employee adversely affected within the meaning of the New York Dock conditions would be allowed the benefits provided therein. Because the Carrier and the Organization were unable to reach an Implementing Agreement, the disagreement was submitted for arbitration. The arbitration resulted in an Award finding that the Implementing Agreement submitted by the Carrier would be imposed.

Pursuant to the Imposed Implementing Agreement, the Claimant bid on and was awarded a Carman position. In lieu of moving benefits to which the Claimant was entitled under New York Dock, he chose to receive a \$10.000.00 lump sum relocation allowance. Subsequent to his transfer, the Claimant asked to receive the monthly protective allowance provided under New York Dock protective conditions. The Claimant believed that he was entitled to an allowance because he moved in excess of 120 miles and he would be forced to work different shifts.

The Carrier denied the Claimant's request because he had obtained a position through the normal exercise of his seniority and because he was not placed in a worse position.

This Board lacks jurisdiction to resolve disputes arising under the New York Dock conditions, because New York Dock contains its own arbitration provision. This same issue has been addressed and resolved, as here, on many occasions in the past. See, for example, Fourth Division Awards 4293, 4912, 4667, 3353, and 2095.

AWARD

Claim denied.

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Form 1 Page 3 Award No. 13265 Docket No. 13112 98-2-96-2-12

ORDER

This Board, after consideration of the dispute identified above, hereby orders that an award favorable to the Claimant(s) not be made.

NATIONAL RAILROAD ADJUSTMENT BOARD
By Order of Second Division

Dated at Chicago, Illinois, this 18th day of May 1998.

II-43

Exhibit JJ

ARBITRATION COMMITTEE

In the Matter of Grievance

Between

Transportation - Communications International Union And

Kansas City Southern Railway Company:

OPINION AND AWARD Pursuant to Article I, Section II, of **New York Dock Conditions** ICC Finance Docket No. 32167

Case 3

Hearing Date: October 20, 1999

Place of Hearing: Kansas City, Missouri

Members of the Committee:

Carrier Member:

John S. Morse

Organization Member: Phillip T. Trittel

Neutral Member:

Eckehard Muessig

FD-32760 06/10/03 16 OF 16 208052

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BACKGROUND

In November 1992, an application was filed with the Interstate Commerce Commission ("ICC") by the Kansas City Southern ("KCS" or "Carrier") railroad for control of MidSouth Rail Corporation ("MSRC"). The acquisition was approved in June 1993 (Finance Docket #32167) and, under the terms of the acquisition, New York Protective Conditions ("New York Dock") were imposed.

Pursuant to Article 1, Section 4 of the New York Dock Conditions, an Implementing Agreement ("Agreement") was consummated between the Carrier and the Transportation - Communications Union - Allied Services Division/155 ("TCU" or "Organization) on March 20, 1998. The Agreement was made to cover the transfer of work from the MSRC at Bossier City, Louisiana, to the KCS facilities at Shreveport, Louisiana.

STATEMENT OF THE CASE

There are eight claims before the Board. The Organization contends that the Carrier's refusal to pay Lump Sum monetary benefits to the Claimants violated Section II of the Agreement.

ISSUE TO BE DECIDED

The Organization, in its submission to the Arbitration Committee, stated the "Question at Issue" as follows:

Did the Carrier violate the terms of the March 20, 1998 New York
 <u>Dock Implementing Agreement when it refused to compensate</u>
 Claimants B. S. Boyette, J. W. Hennen, A. D. Johnston, H. H. Jones,
 D. J. Riddle, H. D. Rubio, S. H. Wilson and P. E. Webb their LUMP

JJ-a

-2-

SUM moving benefits outlined in Section II(e) (3) NOTE and (4) NOTE of the Agreement?

(2) If the answer to question No. 1 is in the affirmative, shall the Carrier now be required to pay the Claimants listed above their LUMP SUM Moving Benefits claimed?

The Carrier, in its submission, provided a Statement of Claim which reads as

follows:

March 20, 1998 - New York Dock Implementing Agreement - moving expense benefits, Section II(e)(3) and (4) - MidSouth Employees- Bossier City, List of Claimants:

1. B. S. Boyette, Sr.	5. D. J. Riddle
2. A. D. Johnston	6. H. D. Rubio
3. J. W. Hennen, Jr.	7. S. H. Wilson
4. H. H. Jones	8. P. E. Webb

Thus, simply stated, the question is whether the Carrier properly applied Section II(e)(3) Note and (4) Note of the Agreement to the facts and circumstances of these eight (8) claims.

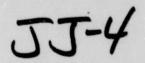
IMPLEMENTING AGREEMENT PROVISIONS MAINLY APPLICABLE

Section II of the Agreement provides as follows:

(e)(1) A MRC Clerk who is required to transfer to another location, which requires a change of residence, as a result of this transaction shall be reimbursed for all expenses of moving his household goods and other effects and for traveling expenses of himself and members of his family, including living expenses far (sic) himself and his family and his own actual wage loss during the time reasonably necessary for such transfer and for a reasonable time thereafter, (not to exceed seven (7) working days), used in securing a place of residence in his new location.

Movement of household goods and other personal effects shall not be undertaken prior to the time the Carrier involved shall have had the opportunity to review the manner in which the employee intends to accomplish such movement and in no event shall the Carrier assume any liability for such movement prior to the time the Carrier has approved the methods or means of accomplishing the movement. Charges for warehousing of any household goods or personal effects while such household goods and personal effects are in transit or otherwise will be borne by the Carrier for a period not exceeding thirty (30) consecutive days, or thirty (30) days in the aggregate, provided such warehousing is necessary in the circumstances.

- (2) In addition to such benefits, the employee shall receive a transfer allowance of one thousand dollars (\$1,000.00). Arrangements will be made for advance of this sum upon request of the employee after arrangements have been completed for movement of household goods or personal effects pursuant to this subsection.
- (3) In the event the employee elects to drive his own personal automobile, not in excess of two (2) automobiles, when making such transfer from his former residence to his new residence, he will be paid the actual mileage between such points at thirty-two and one-half cents (\$.325) per mile for use of his personal automobile. Advance arrangements shall be made by the employee with his employing officer before other transportation is used. In determining the mileage to be compensated for, the most direct and practicable highway route will be used as the basis.
 - NOTE: The employee may, in lieu of all benefits contained in Section II(e)(1), II(e)(2), and II(e)(3), accept a lump sum payment of seven thousand dollars (\$7,000.00) if the employee does not own a home or twelve thousand dollars (\$12,000.00) if the employee owns a home.
- (4) In addition to the above relocation benefits, an employee who is required to change his place of residence as a result of this transaction shall be entitled to the benefits provided in Article 1, Section 12, of NYD (Attachment C).
 - NOTE: An employee who owns his home (primary residence), or was purchasing it prior to December 30, 1997, may, in lieu of the benefits specified in Article I, Section 12, of NYD (Attachment C), accept a lump sum payment of fifteen



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thousand dollars (\$15,000.00). It is understood that an employee electing this lump sum payment must actually move his primary residence to be eligible for this lump sum.

(5) If the employee voluntarily exercises seniority to a position outside District No. 3 prior to the expiration of a twelve (12) month period, he will be required to repay any lump sum payments received under this Agreement.

POSITION OF THE PARTIES

The following is believed to be an accurate abstract of the parties' substantive positions in this dispute. However, the absence of a detailed recitation of each and every argument or contention advanced by the parties in this Grievance does not mean that these were not fully considered by the Board.

THE ORGANIZATION'S POSITION

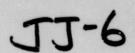
As noted above, the Organization contended that the Carrier violated the cited provisions of the Agreement when it failed to pay the moving expense options of the named Claimants. It pointed out that it is undisputed that the Claimants were affected by a New York Dock transaction and were required to change their place of residence.

Moreover, the Organization contended that the Carrier now has changed its position as to what evidence was required when employees, who took a Lump Sum payment, changed residences from various locations in Mississippi to the Shreveport, Louisiana, area. In the past, all that the Carrier required from an employee was proof of home ownership. The only other requirement, at that time, was that the employee not voluntarily exercise seniority to another position outside the district to which he or

she transferred for a period of twelve (12) months. If seniority was voluntarily exercised within the twelve (12) months, the Lump Sum payment had to be returned to the Carrier.

The Organization further contended, with respect: to the previous point, that the language of Section II(e)(5) of the Agreement is the same as the language used in previous Agreements. It submitted that in the past, both parties agreed that they did not want to be "bothered with the hassle of moving receipts," monetary loss in the sale of home issues, disputes over fair market value of property, etc. It was for this reason that the "Lump Sum" provisions were added to the Agreement, in the hope that the employees would take them.

The Organization, in further support of its basic contention, relies on a taped conversation with certain Claimants and Carrier officials on April 20, 1998, at which time a canvass was taken to determine which employees intended to transfer with their work to Shreveport, and which ones intended to be separated. In response to a question from an employee who asked what needed to be done to receive the \$12,000 and \$15,000 Lump Sum payments, a Carrier official responded that he would have to move from his permanent residence, move his household goods to Shreveport "or somewhere in Louisiana to receive the transfer allowance and then the sale of your house or loss of your home is the \$15,000." Upon a further question, whether the home had to be sold "to get the \$15,000?", a Union official responded, "You don't have to sell your home, you just have to move your place of residence and your furniture to Louisiana." This comment by the Union official was not refuted or corrected by the Carrier at the time.

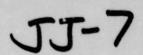


Therefore, the Organization contends this exchange provided further support to its position that the Carrier had expanded its criteria.

The Organization now argues the Carrier is demanding all types of records in an effort to force the Claimants to show they changed their residence. In its submission, it discussed the details of each claim and the proof submitted by the Claimant. For example, it referred to tax returns, deeds, W-4 certificates, drivers' licenses, voter registration cards. It also provided examples in its submission to support its claim that, in many instances, the Carrier required new and additional information on a day-to-day basis.

Moreover, the Organization argued and provided examples of what it claims are inconsistencies in how the Carrier applied its criteria to the various Claimants, when it required them to show a change of residence. In other words, evidence required of one Claimant was not required of another.

The Organization also contended that, even if a Claimant did not own a home, there would be an entitlement to the \$7,000 Lump Sum payment pursuant to the provisions of the Note to Section II(e)(3) because the employees were required to transfer to the KCS in Shreveport, LA and change their residences. This Lump Sum was payble in lieu of all other expenses, e.g., mileage, time off, storage of furniture, movement of household goods, etc. Thus, the Organization argued, even if the Carrier showed that the Claimant did not change his or her "primary residence," in accordance with the Note to Section II(e)(4), the Claimant would be entitled to the \$7,000 under the Note for Section II(e)(3).



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Lastly, the Organization provided a rationale to support its claim that the Arbitral holdings relied upon by the Carrier are not on point to the facts and circumstances of these claims. Moreover, the Organization has also provided an analysis to support its claim that Award No. 6 of Public Law Board 4848 is on point and supports its position in this case.

In summary, the Organization contended that it has conclusively shown that each of the Claimants has changed their "primary" place of residence to the Shreveport, LA area and, therefore, the claims must be sustained. The Organization stated that its position is supported by the meaning and application which has been given to similar language in the past when changes of residence were required.

THE CARRIER'S POSITION

The Carrier's position is well summarized in its letter to the Organization dated August 11, 1999. That letter, in pertinent part, stated:

Section II.E(3) and (4) of the March 20, 1998 Implementing Agreement requires more than "a change in place of residence." The agreement requires an employee to actually move his primary residence to be eligible for the lump sum payments. This issue was one of the topics discussed during the parties' initial meeting on January 27, 1998. We discussed how some of the BOC clerks were living in temporary living quarters because they were not allowed moving allowances in 1995. The Organization specifically asked if these employees would receive benefits under the BOC Implementing Agreement. The KCS's positionn was that if the employee, after the date of the Agreement, goes back and actually moves his family to the Shreveport area establishing a permanent and primary resider a they would be entitled to the moving allowances.

A genuine-change in residence means that the employee must rollow a course of conduct that demonstrates that the employee not only intends but also actually does take up permanent residence with their family at the new work location. ...

The Carrier pointed out that the basic purpose of the Agreement's provisions was to motivate employees to relocate permanently. It is to the Carrier's advantage, as well as the employees', to spend time off close to their work area, in this case, Shreveport, rather than driving time-consuming and long distances, often on rural, country roads, to get to and from work.

The Carrier contended that the cases here involve employees living in a rural environment who are willing to commute long distances to preserve their long-time, primary residences. The Carrier maintained that the Claimants have set up "fictional" residences in Louisiana, electing to commute to their primary residences in Mississippi on their off days and on holidays. It argued that maintaining an apartment or trailer for part-time living is not an actual change in residence as contemplated by the provisions of the Agreement.

To support its position, the Carrier has provided a number of Arbitral Awards which, it submits, are on point with the facts and circumstances of this case. In addition, it has provided its analysis of each of the claims before the Board and a rationale as to why they should not be sustained.

In summary, the Carrier claims that the Organization has not met its burden of proof. It requests the Board to deny the claims because the Claimants have not

moved their families and "actually" established their primary residences in the Shreveport area.

FINDINGS AND OPINION

The issue in this case is whether the eight (8) Claimants "actually" moved their "primary residence" within the meaning of Section II of the Implementing Agreement.

The Carrier, in its brief, and in much of its correspondence, has inserted the word "permanent" before the word "primary." This linkage, which goes to "domicile," is not supported by the record. As properly noted by the Organization, Section II(e)(3) Note and (4) Note do not refer to the term "permanent". These sections only refer to "primary residence." According to the ordinary dictionary meaning,, the word "primary" means occurring first in time or sequence, first in order, or chief. In turn, this means that the Claimants do not have to sell their home, and that they can have two "residences" and still be eligible for the Lump Sum payments at issue here.

Obviously, reasonable people may disagree on how the word "primary" should be understood in the context of this particular Agreement and the facts and circumstances of the eight cases now before the Board. The Awards cited by the Organization and by the Carrier to support their respective positions, while helpful, do not interpret the specific language contained in the Agreement before us which must be applied to the claims here. However, they do address the process of a "change of residence" and the evidence considered by past Arbitral bodies to show whether a change of residence has been "temporary" or "permanent" in nature.

Nonetheless, it is also instructive, indeed necessary, to examine why the parties agreed to the Agreement of March 20, 1998. Clearly, as is the norm when New York Dock labor protective conditions have been imposed, the parties agree to a procedure on how to handle the sale of homes (if applicable), moving expenses, the transfer of actual work, positions and employees who wish to follow the work. These kinds of negotiations result in Implementing Agreements. Obviously, a major element of these Implementing Agreements focuses on personal matters associated with movement of employees to a new geographic work location. In this dispute, Section II of the Implementing Agreement was developed to deal with those personal issues.

The Carrier and Organization, when each signed the Agreement, agreed that Lump Sum payments could be taken in lieu of reimbursement for individual expenses, such as selling of home, movement of household goods, etc., associated with a change of residence. The purpose of the Lump Sum option was to simplify the administrative steps and paperwork needed when New York Dock benefits had been applied. However, if an employee elects to take the Lump Sum payment, this does not mean that the Carrier may not require satisfactory evidence, as applicable, to show that the actual primary residence has been changed.

What has unnecessarily complicated the eight cases before the Board is that the Carrier did not have specific guidelines as to what kind of evidence the employees needed to show a change of their primary residence. Indeed, the Organization had every right to object on how these recent cases were handled initially by the Director of Transportation Service, when he approved Lump Sum payments on the same basis as

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in the past, i.e., upon providing evic'ence that the employee had a new address, owned a home, that household goods had been transferred to the new address, a rental or lease agreement, and a W-4, etc. It appears that five (5) employees were paid Lump Sums generally on the basis of providing this kind of information. However, when information surfaced which suggested that some of the Claimants did not actually change their primary residence, the Carrier initiated a more extensive review of each of the subsequent claims. For example, it was found that two employees shared an apartment and their spouses remained in Mississippi.

We have carefully considered the Carrier's procedures. We find that the Carrier had a proper basis to begin a more detailed review process of each of the claims, even though it was not done in a particularly sound manner. The thrust of the option for Lump Sum payments was to make it easier and faster for all parties to conclude the reimbursement process. However, that reduction in paperwork does not mean that the Carrier cannot require submission of credible proof of change in primary residence..

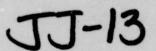
Turning then to the criteria that should be applied in evaluating each of the claims, the Board is prided by the Awards cited by the parties. Clearly, the basic notion of "what" is right, not "who" is right, should underlie any award in these cases. What is fair and comports with the intent of New York Dock requires that employees should not suffer a financial loss for job events not under their control. This basic concept is critical to any resolution of this case. And, lastly, the reasons underlying the

formulation of Section II of the Implementing Agreement must be considered in this matter.

Accordingly, the facts and circumstances of each of the eight Claimants must be examined in the context of the elements noted above. When the parties signed off on the Agreement which stated that, "It is understood [the employee] must actually move his primary residence to be eligible for [benefits]," there is strong, perhaps even compelling, evidence that the parties meant that the substantive elements that make up a primary residence would be present in the new residential location.

The stated language does not require a sale of a home or the purchase of another home at the new location. If this were so, the parties would have stated it in the Agreement. On the other hand, it is not reasonable to construe the language of the Implementing Agreement in a fashion that the intent of the parties would result in an absurdity. It clearly makes no sense for the Carrier to agree to Lump Sum payments when a Claimant has not qualified for such payment by moving his or her primary residence.

Moreover, one action, standing alone, normally may not constitute proof of an actual change of primary residence. For example, merely obtaining a new post office box address is not proof of change of primary residence. Each case must be examined in terms of the people occupying the current primary residence in Mississippi and their relationship to each other. The notion that the newly claimed primary residence in Louisiana must adequately mirror the circumstances of the former primary residence or, stated differently, the evidence that the family members now live in the new residence



normally would be one major indication that the primary residence has been changed. This normally would mean that spouses continue to live together, with their children; that the children now attend school near the primary residence; that correspondence and bills are sent to the new primary residence, etc.

If the only change for a married Claimant is that he or she now lives in Shreveport, has a Louisiana driver's license, voting registration, etc., while his or her family remains in a Mississippi residence, while the children attend school there, while the bills and correspondence continue to be sent there, then there is little or no proof that the primary residence has <u>actually</u> changed.

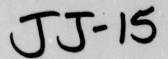
The Organization argues that in many families both husband and wife work, and it is not illogical for the one to remain at the original residence. However, this misses the point. No more relevant or true words were ever spoken than, "Home is where the heart is." Thus, as a general rule of thumb, the chief characteristic of a "primary residence" is the presence of the family and its possessions, including the pots, pans, clothing, recreational and sports paraphernalia, household tools and other goods all too numerous to specifically identify here. Good evidence of a change of "primary residence," therefore, ordinarily would include a bill of lading from a moving company to show that an employee's household chattel had been removed from one place and taken to another.

Depending on the circumstances of each case and, perhaps more importantly, in the exercise of sound managerial judgment, other kinds of satisfactory evidence

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might include evidence that children followed their parents (rather than, perhaps, staying in the former home under the care of a relative), changed schools and had new pediatricians; that an employee became a registered voter in the new community (rather than voting by absentee ballot from the old place of voting); that the family dog had a new license and a new veterinarian; that the automobile registrations and insurance were changed; that the Postal Service was advised of a change of address and forwarded the employee's mail to the new location; that the employee had the new address on his or her new driver's license, library card, check cashing card, credit cards and other financial records; that the family boat had a new registration, and, for example, that life, dental, health and other insurance used the new address. These examples are not intended to be exhaustive. They are intended merely to illustrate the kinds of evidence that a reasonable mind would accept as proof of a change in an employee's "primary residence." Other cases might include other kinds of evidence, but each case must be judged on the basis of the relevant evidence and the consistency of that evidence. In every case, evidence establishing "intimate local ties" must be carefully weighed before making a determination adverse to an employee.

As to the question of consistency, a major criticism of the approach taken here might lie along the line that some employees, even though they may have moved their families and chattel to the new location, nevertheless did not sell their old houses at the prior location and may even intend to retire there at some unspecified future time. However, nothing in the Agreement precludes this arrangement, as we noted



earlier, provided that the employee actually moved his "primary residence" as evidenced by the establishment of "intimate local ties" at the new location. As we noted at the outset of this discussion: "Home is where the heart is." And, on a day-to-day basis, an employee's "primary residence" is that place where his or her life is focused, rather than some temporary, makeshift place of mere convenience, devoid of "intimate local ties."

Turning now to each of the Claimants, the Board, after a careful review of the evidence provided, holds as follows:

1. B. S. Boyette, Sr.	Claim Sustained
2. H. H. Jones	Claim Sustained
3. J. W. Hennen, Jr.	Claim Sustained
4. A. D. Johnston	Claim Sustained
5. D. J. Riddle	Claim Sustained
6. H. D. Rubio	Claim Denied
7. P. E. Webb	Claim Sustained
8. S. H. Wilson	Claim Denied

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AWARD

The claims are resolved as stated above.

John S. Morse Carrier Member Eckenard Muessig Neutral Member

Phillip T. Trittel Organization Member

Dated: 1-26-2000

THE KANSAS CITY SOUTHERN RAILWAY COMPANY

Emerson Bouchard Vice President - Labor Relations 114 West Eleventh Street Kansas City, Missouri 64105-1804

> Fax: (816) 983-1686 Prione: (816) 983-1294

John S. Morse Director of Labor Relations

Kathleen A. Alexander Director of Labor Relations

January 7, 2000

Mr. Eckehard Muessig Neutral Member 3450 N. Venice Street Arlington, VA 22207

Dear Mr. Muessig:

This will confirm our telephone conversations and my request for an executive session to discuss the Arbitration Committee's proposed opinion and award, which was issued following the hearing on October 20, 1999. You requested that I submit a written summary of my views before we have our discussion. While I will be candid in expressing my views, I emphasize that we want a final, fair and equitable resolution of the case and we want the Committee to pay our employees what the agreements intended to provide for them. We intend our comments to be constructive and helpful to the Arbitration Committee. We share a common purpose of conscripting potential problems that could cause the dispute to live on beyond the final award.

The statement of the case, which appears on pages 1-4, seems quite on target. None of the claimants are claiming actual moving expenses or loss in the sale of their homes. However, the statement does not distinguish the two lump sum payments that are at issue. The first is stated in Section II (e)(3) Note:

The employee may, in lieu of all benefits f...expense of moving his household goods..."] accept a lump sum payment of seven thousand dollars (\$7,000.00) if the employee does not own a home or twelve thousand dollars (\$12,000.00) if the employee owns a home.

The second lumb sum payment, Section II (e)(4) Note, applies only to homeowners who move their primary residence and elect to retain responsibility and ownership of their original homes. It contains key qualifying language, which is critically important to the outcome of this case:

... It is understood that an employee electing this lump sum payment must actually move his primary residence to be eligible for this lump sum. (Emphasis added, underline in the original)

In its summary of the Organization's position, the Board portrays the union's claim as contesting the Carrier's refusal to pay "moving expense options" but it does not mention New

JJ-18

York Dock Article 1, Section 12 loss in the sale of home benefits or the lump sum in lieu spelled out in the note under (4). Most of the language in the summary concerns moving expense lump sum benefits, as expressed in the last paragraph of page 6 of the proposed award.

The first mention of the key language impacting on the second half of the claim seems to be in the summary paragraph on page 7:

In summary, the Organization contended that it has conclusively shown that each of the Claimants has changed their "primary" place of residence to the Shreveport, LA area and, therefore, the claims must be sustained.

As the neutral states in its summary of the Carrier's submission, the Carrier drew no distinction between the threshold requirements to receive payments under the notes to (3) and (4). The Board ends its statement of the Carrier's position as follows:

In Summary, the Carrier claims that the Organization has not met its burden of proof. It requests the Board to deny the claims because the Claimants have not moved their families and "actually" established their primary residences in the Shreveport area.

The focus of the union's case was to seek two lump sums totaling \$27,000 because claimants "incurred" moving expenses. The carrier focused on the tack of evidence to justify a conclusion that claimants changed primary residences. In the findings and opinion, the Arbitration Committee states the issue is whether the eight claimants "actually" moved their "primary residence" within the meaning of Section II of the Implementing Agreement.

A key finding appears on page 11:

... We find that the Carrier had a proper basis to begin a more detailed review process of each of the claims, even though it was not done in a particularly sound manner. ... However that reduction in paperwork does not mean that the Carrier cannot require submission of credible proof of change in primary residence. (Emphasis added)

Another key finding appears on page 12:

Accordingly, the facts and circumstances of each of the eight Claimants must be examined in the context of the elements noted above. When the parties signed off on the Agreement which stried that, "It is understood [the employee] must actually move his primary residence to be eligible for [benefits]," there is strong, perhaps even compelling evidence that the parties meant that the substantive elements that make up a primary evidence would be present in the new residential location.

What is puzzling about this quote are the substitutions in brackets, which seem to alter the actual language of the agreement. The language, "actually move his primary residence" appears in (4) note only. It actually states:

It is understood that an employee electing this lump sum payment must actually move his primary residence to be eligible for this lump sum. (Emphasis added)

The point is employees must clearly establish that they changed their residences to qualify for either benefit, but there is a much more stringent requirement to qualify for the \$15,000 benefit as the actual quoted portion of the agreement demonstrates.

The Board correctly states thereafter on page 12 that:

... It clearly makes no sense for the Carrier to agree to Lump Sum payments when a Claimant has not qualified for such payment by moving his or her primary residence.

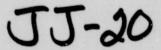
The Board then lists what it finds to be the key criteria in evaluating each of the claims, i.e. whether the employee "actually" moved their "primary residence" [Statement of issue, page 9].

What stands out to us are the following two points: (1) "One action, standing alone, normally may not constitute proof of an actual change of primary residence." (2) "... as we noted earlier, provided that the employee actually moved his "primary residence" as evidenced by the establishment of "Intimate local ties" at the new location. As we noted at the outset of this discussion: "Home is where the heart is" And, on a day-to-day basis, an employee's "primary residence" is that place where his or her life is focused, rather than some temporary, makeshift place of mere convenience, devoid of intimate ties." (Emphasis added)

Clearly, the bottom line is that the neutral rejected the union's argument and strongly upheld the carrier. What concerns us is that the Arbitration Committee sustained and denied individual claims without any explanation. As the case now stands, the award appears incomplete. The primary question is whether the Committee held, as it should, that the union has the burden of proof that the claimants met the neutral's criteria. Second, in what way did the individual claimants meet the Committee's insistence that a primary residence "is that place where his cr her life is focused, rather than some temporary, makeshift place of mere convenience, devoid of "intimate local ties". Frankly, looking at the record and the union's obligation to prove its case, we cannot see how the Board can distinguish the two it denied from the six it sustained unless it intended to award each claimant \$12,000 instead of \$27,000.

While the Board states that there has been a careful review of the evidence provided, we do not think the union provided any evidence in the record that any spouses lived with any of the claimants. On the contrary, the union relied solely on its argument that spouses need not live with the claimants who were domiciled in makeshift temporary places of mere convenience. The Board rejected that argument:

The Organization argues that in many families both husband and wife work, and it is not illogical for the one to remain at the original residence.



However, this misses the point. It's more relevant or true words were ever spoken than, "Home is where the heart is" (Emphasis added)

We have no quarrel with the guiding principles set forth at the bottom of page 11: (1) "Home is where the heart is" [the reasons underlying the formulation of Section II of the Implementing Agreemant must be considered]. (2) The "basic notion of "what" is right is the underlying principle of this award" and (3) "What" is fair and comports with the intent of New York Dock requires that employees should not suffer a financial loss for job events not under their control. The union should be required to produce evidence to show that each spouse/family has been, in fact, living with each claimant in a new primary residence. The Board should also identify the criteria that each claimant has met from the evidence in the record. Clearly, each incurred some expense in moving or commuting, but the agreement clearly does not support a finding that each parson should receive a full \$27,000 unless there is clear evidence that the stringent requirement in (4) Note has been met.

In our review of the record, we see some cases where there is uncontested data suggesting claimants "incurred" some moving expenses, but we see nothing to justify a finding that anyone changed their primary residence. Thus, the Board should specifically deny the \$15,000 lump sum in all the cases. However, since this is not a Railway Labor Act arbitration, where the Board functions solely as an appellate body confined to the record, the Committee has another option. This is a *de novo* proceeding and this Arbitration Committee has full powers to hear all relevant evidence and to seek additional evidence if there is not sufficient evidence available to render a fair decision. In fairness to the union and the claimants, the Carrier will not offer objection if the Arbitration Committee finds it is necessary to order a hearing to obtain all relevant evidence of an "actual move", based on the criteria the neutral has established in the proposed award. Such action is consistent with a longstanding judicial practice of having two proceedings, one to resolve questions of law and one to establish the facts in light of the findings of law. It is far better to have a sound record to support sound conclusions than to leave an incomplete record subject to collateral attack.

We ask the Arbitration Committee to either hold that claimants have not proven that they are due the \$15,000 under (4) Note or order a hearing to determine their eligibility on the basis of the criteria the Committee has established.

We request an executive session to discuss these ideas as soon as possible.

Yours very truly,

John'S Morea

Director of Labor Relations

John D. Mose

CC: Philip T. Trittel

JJ-21

ARBITRATION COMMITTEE

In the Matter of Grievance

Between

Transportation - Communication International Union

And

Kansas City Southern Railway Company

.NTERPRETATION

BACKGROUND

On October 20, 1999, an Arbitration Committee composed of:

Carrier Member: Organization Member: Phillip T. Trit '1 Neutral Member

John S. Morse Eckehard Mucssig

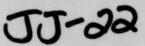
met to adjudicate eight (8) claims for lump sum moving benefits of Carrier's Bossier City Clerks.

Pursuant to Article 1, Section 4 of the New York Dock Conditions, an Implementing Agreement ("Agreement") had been consummated between the Carrier and the Transportation-Communications Union - Allied Services Division/155 ("TCU" or "Organization") on March 20, 1998. The Agreement was made to cover the transfer of work from the MSRC at Bossier City, Louisiana, to the KCS facilities at Shreveport, Louisiana.

The majority, following the hearing, sustained six (6) of the eight claims. The Carrier member, simply stated, has asked for greater specificity as to the evidence used to support a sustaining award for the six (6) Claimants.

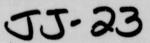
INTERPRETATION

Certain observations are in order with respect to the factors and events that influenced the final Award. After the parties had agreed to an Implementing Agreement, a canvas was taken on April 21, 1998 to determine which employees wanted to separate from the service



or transfer with their work to Shreveport. Mr. Donald Johnston, Organization Representative, and Mr. Marcus Burns, Carrier Representative, both were at Bossier City, LA to handle the canvas. Mr. John Morse ("Morse"), Carrier Representative, and Mr. Phillip Trittel ("Trittel"), Organization Representative, were in communication with Johnson and Burns via a conference call to answer questions. The calls were tape recorded. Relevant to the final decision in this matter was a question asked by employee B. D. Mangum. He asked: "What I was wanting to know was, first thing was what are the provisions to get the \$12,000 and \$15,000?" "Have they set an definite guidelines what we must do to receive them?" Morse was asked to answer the questions. Morse asked Mangum where his home was at that time. Mangum told him it was in Vicksburg, Mississippi. Morse asked if that was the address he used to file his 1040 tax return. Mangum responded: "Yes sir, that is my permanent address." Morse then said: "Okay, you will have to move from that permanent address. Move your household goods to Shreveport or somewhere in Louisiana to receive the transfer allowance and then the sale of your house or loss of your home is the \$15,000." Mangum then asked: "Are we required to sell our home to get the \$15,000?" Trittel responded: "You don't have to sell your home, you just have to move your place of residence and your furniture to Louisiana." The Carrier representatives did not dispute Trittel's answer.

Subsequently, Mangum furnished an apartment lease agreement, a W-4 form changing his address and a U-Haul Truck Rental Agreement to show he moved some belongings. He was paid \$27,000. The Carrier subsequently also approved the payment of \$27,000 to Messrs. W. H. Andrews, Guy Creekmore and Joe Dan Rushing. These persons essentially provided little more evidence than that which was used for the Mangum approval. The Carrier early on did not have printed detailed criteria that it would use. Indeed, the record shows that Burns, as the Director of Transportation Service, accepted basic statements as to the change of primary residence, i.e., lease agreements, mobil home leases, and similar documentation. The Carrier's action established, as well as our Award, that it was not necessary to sell a home to show that an employee moved his primary residence from Mississippi.



I also must note that the Carrier, on July 21, 1999, offered to pay the following Claimants, 3. S. Boyette, A. D. Johnston, H. H. Jones, D. J. Riddle and P. E. Webb, if the Organization would withdraw the remaining claims. The Organization did not accept the offer. I gave no weight to this offer because it was made without prejudice to the Carrier's position. However, since greater specificity has been requested, the Carrier, by making this offer, also recognized that the Claimants had a supportable basis for their claims.

With respect to each of the Claimants whose claim was sustained, I found that the evidence submitted by the Organization in Exhibits H, (Boyette), I, (Hennen), J, (A. D. Johnston), K, (H. H. Jones), M, (H. D. Rubio) and O, (P.E. Webb) was credible. I found that the information provided by each of these employees met or exceeded the level of proof or documentation which had been supplied by the Claimant whose claims already had been approved by the Carrier.

In retrospect, we should point out that the Award merely provided examples of the many kinds of factors, documents or other materials which would establish a change in an employee's permanent residence. It was not the intent of the Award to suggest that each kind of proof we mentioned need be applied. We furnished "examples" of the kinds of documents a reasonable mind would accept as credible and adequate.

The Chairman found himself in agreement with the Organization when it objected to the "shifting criteria" used to decide the claims as they were being processed by the Carrier. The problem which arcse were primarily created by the Carrier which did not set at the outset clear and unambiguous standards by which it would make its decisions. Had the Carrier established clear standards in the beginning, based on the kinds of examples set forth in the Award, and had the Carrier applied these standards in a consistent manner, the issues would have been settled early on.

In summary, I found the evidence submitted by the Organization for six (6) of the Claimants to be credible and consistent with the examples in the Award.

Neutral Member

Exhibit KK

AGREEMENT BETWEEN UNION PACIFIC RAILBOAD (UP) AND THE BROTHERHOOD OF LOCOMOTIVE ENGINEERS (BLE)

Whereas the BLE and various Carriers represented by the National Railway Labor Conference (NRLC) (including UP) have entered into a tentative agreement;

Whereas the aforementioned tentative agreement is presently subject to ratification by the BLE before it can become effective;

Whereas the BLE and UP have also reached certain other tentative agreements, listed below and attached hereto;

Whereas it is the intention of the parties that such other agreements, listed below and attached hereto, only become effective if and when the agreement between the BLE and those Carriers represented by the NRLC is ratified and becomes effective;

It is agreed:

- 1. The BLE and UP have reached tentative agreement on the following agreements, copies of which are attached hereto:
 - (a) System Agreement Discipline Rule
 - (b) System Agreement Claim Handling Process
 - (c) System Agreement Instructor Engineers
 - (d) System Agreement Peer Training
 - (e) System Agreement Weight on Drivers
 - (f) System Agreement Extra (Undisturbed) Rest
 - (g) System Agreement Without Fireman Payment
 - (h) System Agreement Compensation Delivery
- The above-listed agreements will become effective only if and when the agreement between the BLE and the various Carriers represented by the NRLC is ratified and becomes effective. In that event, the above listed agreements will become effective on the same date as the BLE/NRLC Agreement.

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Signed this day of	havel 1996
B. D. MacArthur - BLE	L. A. Lambert - UP
D. E. Penning - BLE	A. T. Olin - UP
M. L. Royal, Jr. &BLE	JOY Reaz - UP
D. L. Stewart - BLE	Approved:
M. A. Young - BLE	J.J. Marchant - Sr. AVP - UPRR
Approved:	

SYSTEM AGREEMENT - CLAIM HANDLING PROCESS

In an effort to provide a method for a condensed and more expedited process of handling time claims, it is agreed that all time claims after ratification of this Agreement shall be handled as follows:

- All time claims must be presented in writing by or on behalf of the employee involved, to the officer of the Company authorized to receive same, within sixty (60) days of the date of the occurrence on which the claim is based.
- Should any time claim be disallowed, the Carrier, within sixty (60) days from the date same was filed, must notify the employee or his representative in writing of the reason(s) for such disallowance.
- If a disallowed claim is to be appealed on behalf of the employee, such appeal must be in writing within sixty (60) days from receipt of the notice of disallowance.
- Within sixty (60) days of the date of the appeal, the highest Labor Relations Officer authorized to handle such claim must notify the employee's representative in writing of his/her decision to reject this appeal.
- 5. Within one-hundred-eighty (180) days of the date of the rejection of the appeal, the B.L.E. 's highest designated officer to handle such claims must list this claim, in writing, for conference with Labor Relations.
- 6. Within sixty (60) days of the Time Claim Conference, Labor Relations must send a final rejection letter of such claim to the B.L.E.'s highest designated officer to handle such claim.
- 7. Within one-hundred-eighty (180) days of the date of the final rejection letter after Conference, the highest B.L.E. officer designated to handle such time claims must list the claim before a tribunal having jurisdiction pursuant to the law or agreement.
- 8. If either party fails to comply with a time limit contained in this agreement, the claim shall be allowed (if the carrier's failure) or withdrawn (if the organization's failure). Claims so disposed of shall not be considered as a precedent or a waiver of the contentions of either party as to other similar claims.
- All rights of the Claimant involved in continuing alleged violations of the Agreement shall, under this rule, be fully protected by continuing to file a claim for each occurrence (or tour of duty).

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KK-3

- 10. This rule recognize the right of the representatives of the Organization party hereto to file and prosecute claims for and on behalf of the employees they represent.
- Note 1: It is understood the time limits set forth in this Rule may be extended by mutual agreement of the parties.
- Note 2: The use of the term "in writing" in this Rule includes the use of electronic or computer-based delivery or transmission methods.
- Note 3: The parties agree all claims submitted prior to the effective date of this Rule will continue to be handled in accordance with applicable rules or procedures previously in effect. All claims submitted on or after the effective date of this Rule will be handled in accordance with this Rule.
- Q-1: What does the term "list the claim" in Section 7 mean?
- A-1: In "list(ing) the claim", the Organization must either docket the claim to a Public Law Board in accordance with applicable National Mediation Board rules and procedures or file an ex parte notice of intent with the First Division, NRAB.
- Q-2: Does this rule apply to claims under Labor Protective conditions?
- A-2: Yes, unless the labor protective conditions provide for different time limits or procedures.

Exhibit LL

Award 15578 Docket 27574

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NATIONAL RAILROAD ADJUSTMENT BOARD FIRST DIVISION

39 South La Salle Street, Chicago 3, Illinois Conductors-Trainmen Supplemental Board, with Referee Mart J. O'Malley

PARTIES TO DISPUTE:

BROTHERHOOD OF RAILROAD TRAINMEN

ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY-(Eastern Lines)

STATEMENT OF CLAIM: "Claim that Engine Foreman E. C. Utz should be reimbursed in the amount of 378 miles, same being the amount deducted from his pay check covering the period July 29 to October 22, inclusive, 1946."

JOINT STATEMENT OF FACTS: Yardman E. C. Utz, Middle Division, on dates of claim held assignment as pilot on burro crane operating in the Newton, Kansas, yard. The character of this work required that the pilot prepare a daily work train report. A comparison of trip tickets submitted prepare a daily work train report. A comparison of trip tickets submitted by Yardman Utz developed that he was claiming, and had been paid for 20 minutes more time daily, at the end of his tour of duty, than the yard engineer assigned to the same burro crane. Investigation with Yardman Utz developed this 20 minutes represented time consumed by him walking from developed this 20 minutes represented time consumed by him walking from point where he went off duty to the switch shanty where yardmen register on and off duty, and making out time slip and work train report. Deduction of the payments made for this 20 minutes additional time was made from Yardman Utz' pay on the first half November 1946 pay roll.

POSITION OF EMPLOYES: It is the position of the Committee that the Carrier is obligated under Schedule Rules to pay for all time consumed in the performance of work required of an engine foreman at the rate specified for a minimum day's work and punitive rate at time and one-half for all time worked in excess of eight hours as indicated in Articles VIII and IX of the Yardmen's Agreement, which read:

"Article VIII.

Except when changing off where it is the practice to work alternately days and nights for certain periods, working through two shifts to change off; or where exercising seniority rights from one assignment to another; or when extra men are required by schedule rules to be used, all time worked in excess of 8 hours continuous service in a 24 hour period shall be paid for as overtime, on the minute basis, at one and one-half times the hourly rate. This rule applies only to service paid on an hourly or daily basis and not to service paid on mileage or road basis.

This rule is effective April 10, 1919."

[680]

LL-1

"Article IX.

Eight hours or less shall constitute a day.

Yardmen shall be assigned for a fixed period of time which shall be for the same hours daily for all regular members of a crew. So far as it is practicable assignments shall be restricted to eight hours work."

You will note according to the Statement of Facts Yardman Utz made claim on his time tickets for all time worked in excess of eight hours from July 29 to October 22, inclusive, 1946 and it was not until November 12, 1946 that the superintendent notified Mr. Utz that there would be a deduction of 378 miles from his pay check the last half November, 1946. This act, on the part of the Carrier's representative, is an injustice to employes and violates the provisions of the Yard contract, Article XXVII, which reads:

"When for any reason the time claimed by time slips is not allowed, or if the time slip is not made out correctly they will be returned within ten (10) days and the reason given therefor.

If a pay check is short eight hours or more, a discharge check will be issued covering the shortage, on request."

The Carrier will no doubt attempt to rely on the case covered by Western Train Service Board's decision Number 2991. The case originated on this property but, in our opinion, the facts in this case, which resulted a decision Number 2991 are not analogous to the instant claim. We say this for the reason that in the instant case the work performed by Yardman Utz was a regular daily routine and a portion of the duties assigned to him daily, whereas in the case resulting in Award 2991 the claimant claimed additional pay when required to make out a personal injury report.

We feel that this case deserves an affirmative award.

All facts and supporting data have been handled in correspondence and were discussed in conference March 11, 1949 between the Carrier and the employes' representative.

Oral hearing is not desired unless requested by the Carrier.

POSITION OF CARRIER: As will be noted from the Joint Statement of Facts it was discovered when comparing the trip tickets turned in by Yardman Utz with those submitted by the yard engineer, both of whom were assigned in work service with the burro crane working in the Newton yard, that Yardman Utz claimed and had been paid twenty minutes more time daily than the yard engineer. Yardman Utz was requested to explain this apparent discrepancy, which he did in letter addressed to Division Superintendent H. G. Arnold under date of October 30, 1946, copy of which is attached and identified as Carrier's Exhibit "A". The additional time claimed was, in his own language, for "walking to switch shanty making out time slip & making out work train reports."

Yardman Utz went off duty on each of the dates of the claims at First Street, where the burro crane was stored, then walked to the switch shanty where he registered off duty and made out his time slip and Work Train Report, Form 957-Std. A typical work train report filled out by Yardman Utz is attached and identified as Carrier's Exhibit "B", from which it will be obvious that the rendition of the report would require only a negligible amount of time to complete, even if all of it were made out after completion

The major portion of the additional twenty minutes' time claimed daily by Yardman Utz was consumed in walking from the point where he went off duty, at First Street, to the switch shanty where the yardmen's register book

15678-3 682 is located, a distance of approximately 1400 feet. No compensation can properly be claimed for this as Article VI(g) of the Yardmen's Schedule reading as follows: "Yard crews shall have a designated point for going on duty and a designated point for going of duty, and they will not be re-quired to walk farther than one-half mile to get to and from such designated points where register, bulletins and lockers are maintained. NOTE:—This rule does not apply to an extra man until he has started to perform service with the crew to which assigned." provides that the off-duty point may be a maximum of one-half mile from the point where register book, bulletins and lockers are maintained. The question of additional compensation for time consumed by yardmen rendering work train reports following completion of tours of duty has been disposed of on this property by Decision No. 1164 of the Train Service Board of Adjustment for the Western Region, the decision being that: "This is in effect a request for a new rule and the case is, therefore, dismissed for lack of jurisdiction." This case covered claims of an engine foreman for time consumed in making out work train reports after his crew was tied up. The same principle is affirmed in Train Service Board Decisions Nos. 893, 1163, 2094, 2203, 2991 and 5750. Attention also is directed to Awards Nos. 8007, 8100 and 10784 of the First Division, National Railroad Adjustment Board, which denied the claims of engine foremen for additional compensation for performing clerical work, and particularly to Award No. 256 wherein the Board, in a case arising on this property, ruled: "This Division is without authority to change rules or practice as to relief at end of service period." The rendition of work train reports when work service is performed is as much a part of the duties of the yard pilot or engine foreman as registering on and off duty and the filling out of trip tickets. There is and always has been a certain amount of clerical work attached to the positions of engine foremen and yard pilots, and this work has always been done by these employes as an ordinary part of their regular duties without payment of additional compensation therefor. In respect to Article XXVII of the Schedule, cited by the Employes, it is only necessary to call attention to the fact that it is a long-established practice to make adjustments of under and overpayments in allowances, regardless of the elapsed time, when such errors are discovered or called to attention and, throughout the years, innumerable adjustments in favor of yardmen have been made under such circumstances. Article XXVII refers to "when for any reason the time claimed by time slips is not allowed." In this case the time claimed on the time slips was allowed, the timekeeper in making the original payments to Yardman Utz doing so on the basis that the trip tickets were made out correctly and that the time as claimed was valid, there being nothing on the trip tickets to indicate that additional time was claimed beyond the time Yardman Utz went off duty at the regular off-duty point. When it was discovered that Utz had included on his trip tickets the time consumed in walking from the point where he went off duty to the switch shanty, in direct violation of Article VI(g) of the Schedule, heretofore quetted, and also time spent in making out work train report, time slip and registering off duty, he was immediately notified that deduction of the obvious overpayment would be made from his earnings on the November 1946 payroll. Since the Employes have now injected Article XXVII of the Yardmen's Schedule into this dispute, the case presents two questions: (1) Was Yard-LL-3 15678-4 683

man Utz entitled to the 20" additional time claimed daily at the end of his tour of duty, and (2), After this obviously improper allowance had been discovered was it proper for the Carrier to deduct the overpayment from his wages. Without receding whatsoever from its position that the additional time claimed was improper and when discovered that it was properly deductible, the Carrier nevertheless requests that the Board treat on each of these questions in its consideration of the case.

There being no rule, agreement, understanding or past practice that would call for or justify the payment of the additional compensation claimed in this case, the claims of Yardman Utz can only be considered as constituting a request for a new rule, and as such should be denied.

All data in support of the Carrier's position has been made available to the Organization.

Oral hearing is waived.

(Exhibits not reproduced.)

FINDINGS: The First Division of the National Railroad Adjustment Board, upon the whole record and all the evidence, finds that the parties herein are carrier and employe within the meaning of the Railway Labor Act, as amended, and that this Division has jurisdiction.

Hearing was waived.

This claim involves twenty minutes a day for rufficient time to equal, in effect, 378 miles. The period was from July 29, 1946 to October 22, 1946.

Whether or not an employe must be paid for the incidental work of making reports and walking to the point where such report must be delivered is a question that has been decided both ways. The circumstances attending the particular service may have had some effect as a cause of divergent decisions. This referee has on at least one occasion determined that making reports is a part of the duties of some individuals and if it is necessary to make such reports after the end of the shift, the employe must include the necessary time as a part of that shift and be paid on a continuous basis.

Here, there is an additional factor. The pertinent rule is to the effect that timeslips, not approved or incorrect, must be returned in ten days. In this case, the timeslips were first approved and then returned after the ten day limit and a refund taken for their allowance. If the carrier wanted to contest the claim for making reports and walking to the reporting office, its employes who passed on these timeslips should have obeyed the purpose and intent of the rule.

We believe that the return of the slips and the deduction made, were improper because it was too late under the rule.

AWARD: Claim sustained.

NATIONAL RAILROAD ADJUSTMENT BOARD By Order of FIRST DIVISION

ATTEST: (Signed) J. M. MacLeod Executive Secretary

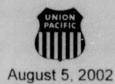
Dated at Chicago, Illinois, this 2nd day of September, 1952.

LL-4

Exhibit MM

UNION PACIFIC RAILROAD COMPANY

1416 DODGE STREET OMAHA, NEBRASKA 68179



(110.61-20.326)

MR MICHAEL O COATS 3017 COUNTY ROAD 490 NEW BLOOMFIELD MO 65063

Dear Sir:

This is in reference to your letter of July 15, 2002 regarding the New York Dock Guaranteed TPA Earnings for recollection purposes.

Per your request, attached is a spread sheet indicating amounts deducted and balance due.

If you have any questions, please feel free to contact me.

Yours truly,

ROPPER-

R. D. Rock

Director - Labor Relations

ATT

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RECOVERY	7/15/00			U	nder:			
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		RELO		PR	OT. PYMNT			<u> </u>
NAME	SSN	RCVD.	MO/YR	DEDUCTED		E	BAL. DU	
COATS M.O.	490-56-9764	\$30,000.00	Jun-00	\$	1,754.60		28	245.40
			Jul-00	to determine the later	509.11			736.29
			Aug-00	COLUMN TO SERVICE AND SERVICE	2,225.59			510.70
		******	Sep-00	\$	1,581.80	DESCRIPTION OF	-	928.90
			Oct-00	\$	1,060.58	-	CONTRACTOR NAMED IN	868.32
			Nov-00	\$	905.67			962.65
			Dec-00	\$	983.28	THE REAL PROPERTY.	REPORTED PROPERTY.	979.37
			Jan-01	\$	901.67	S	PROFESSION ASSESSMENT	077.70
			Feb-01	\$	2,494.60	5	HEALTHS AND	583.10
			Mar-01	\$	782.74	\$	AND DESCRIPTIONS	800.36
			Apr-01	\$	837.63	\$		962.73
			May-01	\$	34.35	\$		928.38
			Jun-01	\$	1,493.58	\$		434.80
			Jul-01	\$		\$		434.80
			Aug-01	\$	752.67	\$		682.13
			Sep-01	\$	237.03	\$		445.10
			Oct-01	\$	1,011.97	\$	THE RESIDENCE OF THE PARTY OF	433.13
			Nov-01	\$	746.46	\$	NUMBER OF STREET	686.67
			Dec-01	\$	1,038.55	\$	and the second second	648.12
			Jan-02	\$	1,222.99	\$	CONCERNMENT	425.13
			Feb-02	\$	1,492.09	\$	OTO MOTOR SECTION	933.04
			Mar-02	\$	1,331.44	\$	With Hill Burnerson Brief	601.60
			Apr-02	\$	1,679.63	\$		921.97
			May-02	\$	449.53	\$	cord emposassing	472.44
		THE TAX CONTRACT AND A VALUE OF THE PARTY.	Jun-02		110.00	-		112.4
			Jul-02					
	1		Aug-02					
			Sep-02			-		
			Oct-02					
			Nov-02					

mm-2

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UP/SP-398

BNSF-106

Office of Proceedings

DEC 12 2002

Part of Public Record BEFORE THE SURFACE TRANSPORTATION BOARD

206818

Finance Docket No. 32760

UNION PACIFIC CORPORATION, UNION PACIFIC RAILROAD COMPANY
AND MISSOURI FACIFIC RAILROAD COMPANY
-- CONTROL AND MERGER -SOUTHERN PACIFIC RAIL CORPORATION, SOUTHERN PACIFIC
TRANSPORTATION COMPANY, ST. LOUIS SOUTHWESTERN RAILWAY
COMPANY, SPCSL CORP. AND THE DENVER AND
RIO GRANDE WESTERN RAILROAD COMPANY

JOINT REPORT REGARDING IMPLEMENTATION OF SECTION 12 OF THE BNSF SETTLEMENT AGREEMENT

As required by the Board in Decision No. 98, served October 22, 2002, The Burlington Northern and Santa Fe Railway Company ("BNSF") and Union Pacific Railroad Company ("UP") hereby submit their report regarding matters pertaining to the implementation of Section 12 of the BNSF Settlement Agreement that have been resolved through negotiation.

In late 2001, pursuant to the terms of the BNSF Settlement Agreement, UP and BNSF submitted five issues regarding the interpretation of Section 12 for resolution by the American Arbitration Association. All five issues have now been resolved. One issue was resolved by the Board in Decision No. 98. The parties have resolved the other four issues through negotiations, as described below:

 Method of creating 1995 and 1996 UP and SP URCS costs. The parties originally disagreed about whether to develop 1995 and 1996 UP/SP URCS costs by

- (a) weighting UP and SP URCS costs by the trackage rights miles over each carrier's lines, or
 (b) combining UP and SP data to develop consolidated URCS costs. The parties have agreed to
 the weighting method, which produces lower fees than the consolidated URCS alternative.¹
- 2. Categories of maintenance and operating costs that are used to calculate the fee adjustment. The parties originally disagreed about whether to calculate the fee adjustment (a) using the URCS cost categories that are covered by the trackage rights fees, or (b) also including additional equipment and other transportation costs that are not covered by the trackage rights fees. The parties have agreed to use only the URCS cost categories covered by the trackage rights fees, as set forth in Exhibit A.²
- 3. Source of dispatching expenses. The parties originally disagreed about whether to calculate the dispatching expenses component of maintenance and operating costs using URCS costs or a non-URCS source of costs. The parties ultimately agreed to use URCS costs, as set forth in Exhibit A.³
- 4. <u>Use of "difference" or "percentage difference" in costs.</u> The parties originally disagreed about whether to base the annual fee adjustment on the difference in URCS

In <u>Uniform Railroad Costing System</u>, 5 I.C.C.2d 894, 918-19 (1989), the Interstate Commerce Commission used consolidated data from merged carriers to establish the foundation of the URCS regression methodology. The parties do not believe that that decision precludes their agreed-upon approach in this situation. Moreover, UP used the weighted average method to develop UP/SP URCS costs in presenting its evidence regarding trackage rights fees during the merger proceeding. <u>See UP/SP-22</u>, Rebensdorf V.S. at 306.

These are the same URCS cost categories that UP used in presenting evidence to the Board in the <u>UP/SP</u> merger proceedings. The Board accepted UP's methodology in its decision approving the merger. See <u>Union Pacific/Southern Pacific Merger</u>, 1 S.T.B. 233, 413-15 (1996).

These are the same URCS dispatching costs that UP used and the Board accepted in the UP/SP merger proceedings. See id. at 413-15.

costs in the two preceding years or the percentage difference in URCS costs in the two preceding years. The parties have agreed to use the difference in URCS costs.⁴

As a result of Decision No. 98 and the parties' agreements, the BNSF Settlement Agreement trackage rights fees as of July 1, 2002 are 2.8 mills per ton-mile (applicable to bulk traffic); 2.9 mills per ton-mile (applicable to carload and intermodal traffic); and 3.29 mills per ton-mile (applicable to both carload and intermodal traffic on the Keddie-Stockton/Richmond line). These current fees are below the original fees of 3.0 mills per ton-mile (bulk traffic); 3.1 mills per ton-mile (intermodal traffic); and 3.48 mills per ton-mile (carload and intermodal traffic on the Keddie-Stockton/Richmond line). The fees for each period are set forth in the table below. They never rose above the initial levels, and they are all at or below the levels that UP and BNSF had originally billed for trackage rights operations over each other's lines.⁵

BNSF Settlement Agreement Trackage Rights Fees in Mills Per Gross Ton-Mile					
Period	Bulk	Carload and Intermodal	Keddie-Richmond Carload and Intermodal		
July '96-June '97	3.0	3.1	3.48		
July '97-June '98	2.9	3.0	3.42		
July '98-June '99	3.0	3.1	3.46		
July '99-June '00	3.0	3.1	3.46		
July '00-June '01	2.9	3.0	3.39		
July '01-June '02	2.9	3.0	3.36		
July '02-June '03	2.8	2.9	3.29		

In Decision No. 98, the Board asked the parties to propose revisions to Section 12 to incorporate the resolution of their disputes. Exhibit A to this filing illustrates the calculations

In Decision No. 98, the Board refers to a fifth dispute, relating to whether UP correctly reflected its declining URCS unit costs. This is not a separate dispute. Rather, it was BNSF's characterization of the "difference" versus "percentage difference" dispute.

We provide supporting calculations in Exhibit B.

the parties will use to make adjustments to the trackage rights fees. The parties intend to revise Section 12 by including that illustration as an exhibit to the BNSF Settlement Agreement.

Respectfully submitted

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Attorneys for The Burlington Northern and Santa Fe Railway Company

December 11, 2002

CERTIFICATE OF SERVICE

I hereby certify that on this 11th day of December, 2002, I caused a copy of the foregoing "Joint Report Regarding Implementation of Section 12 of the BNSF Settlement Agreement" to be served by first-class mail, postage prepaid, or by a more expeditious manner of delivery on all parties of record in Finance Docket No. 32760 (Sub-No. 21).

Michael I. Rosenthal

EXHIBIT A

Calculation of "UP/SP's System Average URCS Costs for the Categories of Maintenance and Operating Costs Covered by the Trackage Rights Fee"

Line	Description	Source
1	Maintenance of Way	D1L157C10
2	Dispatching, etc.	D3L169C25
3	Total Direct TM	D3L172C25
2 3 4 5	Ratio Dispatching: Total	L.2 / L.3
5	Total TM	D3L191C25
6	Dispatching Portion	L.4 x L.5
7	Tons per Train	L.21
8	Dispatch, etc. per GTM	L.6 / L.7
9	Subtotal	L.1 + L.8
10	Overhead Markup Ratio	D8L607C1
11	OE Cost per GTM	L.9 x L.10
12	Roadway Depreciation per GTM	D1L234C10
13	Overhead Markup Ratio	D8L608C1
14	Unit Cost per GTM - DL	L.12 x L.13
15	Roadway Return per GTM	D1L251C10
16	Overhead Markup Ratio	D8L609C1
17	Unit Cost per GTM - ROI	L.15 x L.16
18	Total per GTM	L.11 + L.14 + L.17
19	Gross Ton-Miles	A1L122C1
20	Train Miles	A1L104C1
21	Gross Tons per Train	L.19 / L.20

Notes:

- (1) In order to calculate "the difference in the two preceding years in UP/SP's system average URCS costs" in year y, subtract the value in Line 18 for year y-1 from the value in Line 18 for year y-2.
- (2) For 1995 and 1996, "UP/SP's system average URCS costs" were calculated by weighting UP and SP URCS costs based on the percentage of trackage rights miles over each railroad that were granted to BNSF in the UP/SP merger.

ЕХНІВІТ В

			SP - 1995		UP - 1995	
				Per GTM		Per GTM
Line	Description	Source		Variable		Variable
1	Maintenance of Way	D1L157C10		0.00044751		0.00033271
2	Dispatching, etc.	D3L169C25	0.07008		0.08617	
3	Total Direct TM	D3L172C25	0.35636		0.34303	
4	Ratio Dispatching : Total	L. 2/L. 3	0.19666		0.2512	
5	Total TM	D3L191C25	0.47544		0.44672	
6	Dispatching portion	L. 4 x L. 5	0.0935		0.11222	
7	Tons per train	L. 24	5225		5555	
8	Dispatch, etc. per GTM	L. 6/L. 7		0.00001789		0.000 2020
9	Subtotal	L. 1 + L. 8		0.00046540		0.00015291
10	Overhead markup Ratio	D8C607C1		1.09953		1.16158
11	OE Cost per GTM	L. 9 x L. 10		0.00051172		0.00040393
12	Roadway Depreciation per GTM	D1L234C10		0.00035682		0.00026074
13	Overhead markup Ratio	D8C608C1		1.05919		1.07122
14	Unit cost per GTM - DL	L. 12 x L. 13		0.00037794		0.00027931
15	Roadway Return per GTM	D1L251C10		0.00092409		0.00071484
16	Overhead markup Ratio	D8C609C1		1.03550		1.04518
17	Unit cost per GTM - ROI	L. 15 x L. 16		0.00095690		0.00074714
18	Total per GTM - 1995 level	L.11 + L.14 + L.17		0.00184656		0.00143638
19	Perecnt of Miles	L. 27		0.5648		0.4352
20	Weighted cost per GTM	L. 18 x L. 19		0.00104294		0.00062511
21	Total per GTM Rounded to x.xx mills	L. 20 (SP + UP)				0.00166805 1.67
22	Gross ton miles	A1L122C1		258,412,850		572,209,496
23	Train miles	A1L104C1		49,453		103,013
24	Gross tons per train			5,225		5,555
				Miles		Percent
25	Rights on UP			1,726.8		43.52%
26	Rights on SP			2,240.9		56.48%
27	Total			3,967.7		100.00%

			SP - 1996		UP	UP - 1996	
				Per GTM		Per GTM	
Line	Description	Source		Variable		Variable	
1	Maintenance of Way	D1L157C10		0.00042930		0.00030529	
2	Dispatching, etc.	D3L169C25	0.08325		0.06640		
3	Total Direct TM	D3L172C25	0.35383		0.27862		
4	Ratio Dispatching: Total	L. 2/L. 3	0.23528		0.23832		
5	Total TM	D3L191C25	0.47353		0.36065		
6	Dispatching portion	L. 4 x L. 5	0.11141		0.08595		
7	Tons per train	L. 24	5124		5791		
8	Dispatch, etc. per GTM	L. 6/L. 7		0.00002174		0.00001484	
9	Subtotal	L. 1 + L. 8		0.00045104		0.00032013	
10	Overhead markup Ratio	D8C607C1		1.10034		1.14220	
11	OE Cost per GTM	L. 9 x L. 10		0.00049630		0.00036565	
12	Roadway Depreciation per GTM	D1L234C10		0.00035582		0.00024312	
13	Overhead markup Ratio	D8C608C1		1.04275		1.05623	
14	Unit cost per GTM - DL	L. 12 x L. 13		0.00037103		0.00025679	
15	Roadway Return per GTM	D1L251C10		0.00090774		0.00070395	
16	Overhead markup Ratio	D8C609C1		1.03494		1.04362	
17	Unit cost per GTM - ROI	L. 15 x L. 16		0.00093946		0.00073466	
18	Total per GTM - 1996 level	L.11 + L.14 + L.17		0.00180679		0.00135710	
19	Perecnt of Miles	L. 27		0.5648		0.4352	
20	Weighted cost per GTM	L. 18 x L. 19		0.00102047		0.00059061	
21	Total per GTM	L. 20 (SP + UP)				0.00161108	
	Rounded to x.xx mills					1.61	
22	Gross ton miles	A1L122C1		274,162,456		600,292,328	
23	Train miles	A1L104C1		53,509		103,663	
24	Gross tons per train			5,124		5,791	
				Miles		Percent	
25	Rights on UP			1,726.8		43.52%	
26	Rights on SP			2,240.9		56.48%	
27	Total			3,967.7		100.00%	

			UP (incl	. SP) - 1997
				Per GTM
Line	Description	Source		Variable
1	Maintenance of Way	D1L157C10		0.00035392
2	Dispatching, etc.	D3L169C25	0.09542	
3	Total Direct TM	D3L172C25	0.48318	
4	Ratio Dispatching : Total	L. 2/L. 3	0.19748	
5	Total TM	D3L191C25	0.62613	
6	Dispatching portion	L. 4 x L. 5	0.12365	
7	Tons per train	L. 21	5773	
8	Dispatch, etc. per GTM	L. 6/L. 7		0.00002142
9	Subtotal	L. 1 + L. 8		0.00037534
10	Overhead markup Ratio	D8C607C1		1.14454
11	OE Cost per GTM	L. 9 x L. 10		0.00042959
12	Roadway Depreciation per GTM	D1L234C10		0.00028611
13	Overhead markup Ratio	D8C608C1		1.04884
14	Unit cost per GTM - DL	L. 12 x L. 13		0.00030008
15	Roadway Return per GTM	D1L251C10		0.00088858
16	Overhead markup Ratio	D8C609C1		1.03160
17	Unit cost per GTM - ROI	L. 15 x L. 16		0.00091666
18	Total per GTM - 1997 level Rounded to x.xx mills	L.11 + L.14 + L.17		0.00164633 1.65
19	Gross ton miles	A1L122C1		854,405,504
20	To miles	A1L104C1		148,003
21	Gross tons per train	A1E10401		5,773

			UP (incl	. SP) - 1998
				Per GTM
Line	Description	Source		Variable
1	Maintenance of Way	D1L157C10		0.00033756
2	Dispatching, etc.	D3L169C25	0.09805	
3	Total Direct TM	D3L172C25	0.52852	
4	Ratio Dispatching : Total	L. 2 / L. 3	0.18552	
5	Total TM	D3L191C25	0.68721	
6	Dispatching portion	L. 4 x L. 5	0.12749	
7	Tons per train	L. 21	5882	
8	Dispatch, etc. per GTM	L. 6 / L. 7		0.00002167
9	Subtotal	L. 1 + L. 8		0.00035923
10	Overhead markup Ratio	D8C607C1		1.22792
11	OE Cost per GTM	L. 9 x L. 10		0.00044111
12	Roadway Depreciation per GTM	D1L234C10		0.00029147
13	Overhead markup Ratio	D8C608C1		1.04952
14	Unit cost per GTM - DL	L. 12 x L. 13		0.00030590
15	Roadway Return per GTM	D1L251C10		0.00087621
16	Overhead markup Ratio	D8C609C1		1.02772
17	Unit cost per GTM - ROI	L. 15 x L. 16		0.00090050
18	Total per GTM - 1998 level	L.11 + L.14 + L.17		0.00164751
	Rounded to x.xx mills			1.65
19	Gross ton miles	A1L122C1		826,426,112
20	Train miles	A1L104C1		140,493
21		AILIU4CI		5,882
21	Gross tons per train			5,002

			UP (incl	. SP) - 1999
				Per GTM
Line	Description	Source		Variable
1	Maintenance of Way	D1L157C10		0.00034551
2	Dispatching, etc.	D3L169C25	0.10016	
3	Total Direct TM	D3L172C25	0.51991	
4	Ratio Dispatching : Total	L. 2/L. 3	0.19265	
5	Total TM	D3L191C25	0.66910	
6	Dispatching portion	L. 4 x L. 5	0.12890	
7	Tons per train	L. 21	5,759	
8	Dispatch, etc. per GTM	L. 6/L. 7		0.00002238
9	Subtotal	L. 1 + L. 8		0.00036789
10	Overhead markup Ratio	D8C607C1		1.13389
11	OE Cost per GTM	L. 9 x L. 10		0.00041715
12	Roadway Depreciation per GTM	D1L234C10		0.00032011
13	Overhead markup Ratio	D8C608C1		1.05001
14	Unit cost per GTM - DL	L. 12 x L. 13		0.00033612
15	Roadway Return per GTM	D1L251C10		0.00080176
16	Overhead markup Ratio	D8C609C1		1.02828
17	Unit cost per GTM - ROI	L. 15 x L. 16		0.00082443
18	Total per GTM - 1999 level Rounded to x.xx mills	L.11 + L.14 + L.17		0.00157770 1.58
19	Gross ton miles	A1L122C1		898,189,312
20	Train miles	A1L104C1		155,965
21	Gross tons per train			5,759

			UP (incl.	SP) - 2000
				Per GTM
Line	Description	Source		Variable
1	Maintenance of Way	D1L157C10		0.00034682
2	Dispatching, etc.	D3L169C25	0.10588	
3	Total Direct TM	D3L172C25	0.53633	
4	Ratio Dispatching : Total	L. 2 / L. 3	0.19742	
5	Total TM	D3L191C25	0.66146	
6	Dispatching portion	L. 4 x L. 5	0.13059	
7	Tons per train	L. 21	5,843	
8	Dispatch, etc. per GTM	L. 6/L. 7		0.00002235
9	Subtotal	L. 1 + L. 8		0.00036917
10	Overhead markup Ratio	D8L607C1		1.10148
11	OE Cost per GTM	L. 9 x L. 10		0.00040663
12	Roadway Depreciation per GTM	D1L234C10		0.00033115
13	Overhead markup Ratio	D8L608C1		1.04749
14	Unit cost per GTM - DL	L. 12 x L. 13		0.00034688
15	Roadway Return per GTM	D1L251C10		0.00077414
16	Overhead markup Ratio	D8L609C1		1.02966
17	Unit cost per GTM - ROI	L. 15 x L. 16		0.00079710
18	Total per GTM Rounded to x.xx mills	L.11 + L.14 + L.17		0.00155061 1.55
19 20 21	Gross ton miles Train miles Gross tons per train	A1L122C1 A1L104C1		931,342,528 159,403 5,843

			UP (incl.	SP) - 2001
				Per GTM
Line	Description	Source		Variable
1	Maintenance of Way	D1L157C10		0.00034364
2	Dispatching, etc.	D3L169C25	0.07959	
3	Total Direct TM	D3L172C25	0.51990	
4	Ratio Dispatching: Total	L. 2/L. 3	0.15309	
5	Total TM	D3L191C25	0.65119	
6	Dispatching portion	L. 4 x L. 5	0.09969	
7	Tons per train	L. 21	6,097	
8	Dispatch, etc. per GTM	L. 6/L. 7	_	0.00001635
9	Subtotal	L. 1 + L. 8		0.00035999
10	Overhead markup Ratio	D8L607C1		1.11020
11	OE Cost per GTM	L. 9 x L. 10		0.00039966
12	Roadway Depreciation per GTM	D1L234C10		.00033024
13	Overhead markup Ratio	D8L608C1	_	1.04463
14	Unit cost per GTM - DL	L. 12 x L. 13		0.00034498
15	Roadway Return per GTM	D1L251C10		0.00070928
16	Overhead markup Ratio	D8L609C1		1.02822
17	Unit cost per GTM - ROI	L. 15 x L. 16		0.00072930
18	Total per GTM	L.11 + L.14 + L.17		0.00147394
	Rounded to x.xx mills			1.47
19	Gross ton miles	A1L122C1		959,425,536
20	Train miles	A1L104C1		157,355
21	Gross tons per train	71,210101		6,097

Summary

7/1/2002

2.805

Year	URCS Var. Cost	Difference				
1995	0.00166805					
1996	0.00161108	(0.00005697)				
1997	0.00164633	0.00003525				
1998	0.00164751	0.00000118				
1999	0.00157770	(0.00006981)				
2000	0.00155061	(0.00002709)				
2001	0.00147394	(0.00007667)				
	Rounde	d to three decimals			Billed as	
7/1/1996	3.000	3.100	3.480	3.0	3.1	3.48
7/1/1997	2.943	3.043	3.423	2.9	3.0	3.42
7/1/1998	2.978	3.078	3.458	3.0	3.1	3.46
7/1/1999	2.979	3.079	3.459	3.0	3.1	3.46
7/1/2000	2.909	3.009	3.389	2.9	3.0	3.39
7/1/2001	2.882	2.982	3.362	2.9	3.0	3.36

2.905

3.285

2.8

2.9

3.29

4-6-98 D

UNION PACIFIC RAILROAD COMPANY

1416 DODGE STREET ROOM 830 OMAHA, NEBRASKA 68179-0001 FAX (404,) 271-5610



April 3, 1998

VIA UPS NEXT DAY AIR

Mr. Vernon A. Williams, Secretary Surface Transportation Board 1925 K Street NW, Suite 700 Washington, DC 20423





Re: Finance Docket 32760, UP - Control and Merger - SP

Dear Mr. Williams:

Pursuant to Decision No. 44, UP/SP submits station passing reports for the month of March, 1998 for the cities of Reno, Nevada and Wichita, Kansas. The reports indicate that UP/SP is in compliance with Condition 22.a and Condition 23.a of Exhibit G to Decision No. 44.

	Reno	Wichita
Сар	14.7	6.4
Average Through Freight Trains	9.7	4.68

Due to congestion, UP temporarily changed operations to run two northbound manifest trains through Wichita. The net effect was an increase of less than one train per day due to an offset by a decline in grain and aggregate trains.

The attached original and 20 copies of the verified reports include the details for both included and excluded trains for each day during March.

Office of the Secretary

APR - 6 1998

5 Part of Public Record

Very truly yours,

Louise A. Rinn

General Commerce Counsel

(402) 271-4227

LAR:msw Attachments

C: (With attachments)

PERSONAL (2 copies)
Elaine Kaiser
Section of Environmental Analysis
Surface Transportation Board
1925 K Street, NW
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(Via UPS Next Day Air)
J. Michael Hemmer, Esq.
Covington & Burling
1201 Pennsylvania Avenue, NW
Washington, DC 20044

(With Wichita Report)
Bill Stockwell
Metropolitan Planning Department
City Hall
455 North Main Street
Wichita, KS 67202

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PROGRAM: FPAN127.FOCUS.EXEC(AETHIST-WHTA-3) 04/02/98 08.13.57

TRANSPORTATION RESEARCH AEI SCANNER TRAIN HISTORY SUMMARY FOR SCANNER #359-SOUTH WICHITA FOR PERIOD 03/01/98-03/31/98

DATE	THRU TRAINS
03/01/98 03/02/98 03/03/98 03/03/98 03/05/98 03/05/98 03/05/98 03/06/98 03/07/98 03/09/98 03/10/98 03/11/98 03/12/98 03/13/98 03/15/98 03/15/98 03/15/98 03/16/98 03/15/98 03/16/98 03/16/98 03/19/98 03/20/98 03/20/98 03/21/98 03/25/98	5 4 7 1 3 3 3 3 4 7 6 8 5 2 7 5 7 4 4 5 5 5 5 7 4 3 5 5 7 4 3 5 5 7 4 3 5 5 7 4 3 5 5 7 4 3 5 5 7 4 3 5 5 7 4 3 5 5 7 4 3 5 3 5 7 4 3 5 3 5 7 4 3 5 3 5 7 3 5 3 5 7 3 7 4 3 5 3 5 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7



** AVG THRU TRN 4.68

*TOTAL 98

VERIFICATION

STATE OF NEBRASKA

145

) ss.

COUNTY OF DOUGLAS

Clyde Anderson, being first duly sworn, deposes and says that he has read the foregoing document, knows the facts asserted therein, and that the same are true as stated.

Clyde Anderson

SUBSCRIBED AND SWORN to before me this 3nd

1998.

GENERAL NOTARY-State of Nebraska CINDY R. JEFFERIES My Comm. Exp. May 21, 1999

Notary Public

PROGRAM: FPAN127.FOCUS.EXEC(AEIHIST-WHTA-4) 04/02/98 08.13.57

TRANSPORTATION RESEARCH
AEI SCANNER TRAIN HISTORY DETAIL REPORT FOR SCANNER #359-SOUTH WICHITA FOR PERIOD 03/01/98-03/31/98

DATE	TIME	SEQ	TRAIL	N	TRN		D I R
03/01/98	0002	7136	GECCC	N 25	G	THROUGH	N
03/01/98	0951	7137	YWH55	01		YARD/WORK	S
03/01/98	1040		YWH55	01		YARD/WORK	N
03/01/98	1428	7139	YWH55	01	Y	YARD/WORK	S
03/01/98	1623	7140	YWH55	01	Y	YARD/WORK	N
03/01/98	1747	7141	MFWWT	28	T	THROUGH	N
63/01/98	1849	7142	EWIEN	01	E	THROUGH	S
03/01/98	1905	7143	GEPTT		G	THROUGH	N
03/01/98	2137	7144	YWH62	01	Y	YARD/WORK	S
03/01/98	2210	7145	YWH62	01	Y	YARD/WORK	N
03/01/98	2226	7146	MWITW	01	T	THROUGH	S
03/02/98	0049	7147	MFWNP	27	T	THROUGH	N
03/02/98	0510	7148	GSHUHO		G	THROUGH	S
03/02/98	0841	7149	LVB55	02	L	ARK CTY LOC	S
03/02/98	0941	7150	YWH55	02	Y	YARD/WORK	s
03/02/98	1104	7151	YWH55	02	Y	YARD/WORK	N
03/02/98	1331	7152	LVB55	02	L	ARK CTY LOC	N
03/02/98	1407	7153	MFWNP	01	T	THROUGH	N
03/02/98	2206	7154	LV054	02	L	THROUGH	N
03/02/98	2213	7155	YWH62	02	Y	YARD/WORK	S
03/02/98	2301	7156	YWH62	02	Y	YARD/WORK	N
03/03/98	0025	7157	MFWWT	01	T	THROUGH	N
03/03/98	0256	7158	CSMFW	24	C	THROUGH	S
03/03/98	0353	7159	MHOKC	25	T	THROUGH	N
03/03/98	0651	7160	LVB55	03	L	ARK CTY LOC	S
03/03/98	0814	7161	MCSNPX	02	T	THROUGH	N
03/03/98	1006	7162	LVB55	03	L	ARK CTY LOC	N
03/03/98	1056	7163	YWH55	03	Y	YARD/WORK	S
03/03/98	1217	7164	YWH55	03	Y	YARD/WORK	N
03/03/98	1236	7165	LV055	03	L	THROUGH	S
03/03/98	2125	7166	MWIFW	03	T	THROUGH	S
03/03/98	2337	7167	MFWNP	02	T	THROUGH	N
03/04/98	0007	7168	YWH62	03	Y	YARD/WORK	S
03/04/98	0053	7169	YWH62	03	Y	YARD/WORK	N
03/04/98	0712	7170	LVB55	04	L	ARK CTY LOC	S
03/04/98	1041	7172	YWH55	04	Y	YARD/WORK	S
03/04/98	1200	7173	YWH55	04	Y	YARD/WORK	N
03/04/98	1208	7174	LVB55	04	L	ARK CTY LOC	N
03/04/98	1320	7175	YWH55	04	Y	YARD/WORK	N
03/04/98	1456	7176	YWH55	04	Y	YARD/WORK	S
03/04/98	1640	7177	YWH55	04	Y	YARD/WORK	N
03/04/98	2215	7178	YWH62	04	Y	YARD/WORK	S
03/04/98	2242	7179	YWH62	04	Y	YARD/WORK	N
03/04/98	2324	7180	LV054	04	L	THROUGH	N
03/05/98	0205	7181	CSMFW	26	C	THROUGH	S

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PROGRAM: FPAN127.FOCUS.EXEC(AETHIST-WHTA-4) 04/02/98 08.13.57

TRANSPORTATION RESEARCH AET SCANNER TRAIN HISTORY DETAIL REPORT FOR SCANNER #359-SOUTH WICHITA FOR PERIOD 03/01/98-03/31/98

		SEQ			TRN		DI
DATE	TIME	NUM	TRAIN		CAT	TRAIN TYPE	R -
03/05/98	0637	7182	LVB55	05	L	ARK CTY LOC	s
03/05/98	0945	7183	YWH55	05	Y	YARD/WORK	S
03/05/98	1152	7184	YWH55	05	Y	YARD/WORK	N
03/05/98	1202	7185	LVB55	05	L	ARK CTY LOC	N
03/05/98	1249	7186	LV055	05	L	THROUGH	S
03/05/98	1505	7187	MFWWT	03	T	THROUGH	N
03/05/98	2316	7188	YWH62	05	Y	YARD/WORK	S
03/05/98	2345	7189	YWH62	05	Y	YARD/WORK	N
03/06/98	0649	7190	LVB55	06	L	ARK CTY LOC	S
03/06/98	0946	7191	YWH55	06	Y	YARD/WORK	S
03/06/98	1147	7192	YWH55	06	Y	YARD/WORK	N
03/06/98	1353	7193	LVB55	06	L	ARK CIY LOC	N
03/06/98	1630	7194	YWH60	06	Y	YARD/WORK	S
03/06/98	1804	7195	YWH60	06	Y	YARD/WORK	N
03/06/98	1841	7196	MFWWT	05	T	THROUGH	N
03/06/98	2008	7197	MWIFW	06	T	THROUGH	S
03/06/98	2125	7198	MF	05	T	THROUGH	N
03/06/98	2246	7199	YWH62	06	Y	YARD/WORK	S
03/06/98	2314	7200	YWH62	06	Y	YARD/WORK	N
03/07/98	0021	7201	LV054	06	L	THROUGH	N
03/07/98	0659	7202	LVB55	07	L	ARK CTY LOC	S
03/07/98	0932	7203	YWH55	07	Y	YARD/WORK	S
03/07/98	1049	7204	YWH55	07	Y	YARD/WORK	N
03/07/98	1243	7205	LV055	07	L	THROUGH	S
03/07/98	1327	7206	LVB55	07	<u>r</u>	ARK CTY LOC	N
03/07/98	2240	7207	MWIFW	07	T	THROUGH	S
03/07/98	2246	7208	YWH62	07	Y	YARD/WORK	S
03/07/98	2337	7209	YWH62	07	Y	YARD/WORK	И
03/08/98	0721	7210	MFWNP	06	T	THROUGH	N
03/08/98	1036	7211	YWH55	80	Y	YARD/WORK	S
03/08/98	1151	7212	YWH55	80	Y	YARD/WORK	N
03/08/98	1705	7213	MFWWT	06	T	THROUGH	N
03/08/98	1814	7214	MHOKC	06	T	THROUGH	N
03/08/98	2327	7215	YWH60	80	Y	YARD/WORK	S
03/09/98	0014	7216	YWH60	80	Y	YARD/WORK	N
03/09/98	0226	7217	MFWWT	80	T	THROUGH	N
03/09/98	0507	7218	MFWWT	07	T	THROUGH	N
03/09/98	1028	7219	YWH55	09	Y	YARD/WORK	S
03/09/98	1120	7220	YWH55	09	Y	YARD/WORK	N
03/09/98	1150	7221	MWITW	80	T	THROUGH	S
03/09/98	2013	7222	MHOKC	02	T	THROUGH	N
03/10/98	0103	7223	MFWNP	80	T	THROUGH	N
03/10/98	0127	7224	LV054	09	r	THROUGH	N
03/10/98	0156	7225	YWH60	09	Y	YARD/WORK	S
03/10/98	0244	7226	YWH60	09	Y	YARD/WORK	N

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TRANSPORTATION RESEARCH
AEI SCANNER TRAIN HISTORY DETAIL REPORT FOR SCANNER #359-SOUTH WICHITA FOR PERIOD 03/01/98-03/31/98

DATE	TIME	SEQ NUM	TRAIN	TRN	TRAIN TYPE	D I R
03/10/98	0309	7227	MFWWT 09	T	THROUGH	N
03/10/98	0657	7228	LVB55 10	L	ARK CTY LOC	S
03/10/98	1009	7229	YWH55 10	Y	YARD/WORK	S
03/10/98	1129	7230	YWH55 10	Y	YARD/WORK	N
03/10/98	1200	7231	LVB55 10	L	ARK CIY LOC	N
03/10/98	1238	7232	GEGVSG 03	G	THROUGH	N
03/10/98	1302	7233	LNO55 10	L	THROUGH	S
03/10/98	1536	7234	MHOKC 07	T	THROUGH	N
03/10/98	2207	7235	MWIFW 10	T	THROUGH	S
03/11/98	0609	7236	MFWNP 09	T	THROUGH	N
03/11/98	0708	7237	LVB55 11	L	ARK CIY LOC	S
03/11/98	1006	7238	GSHOSI 08	G	THROUGH	N
03/11/98	1039	7239	YWH55 11	Y	YARD/WORK	S
03/11/98	1203	7240	YWH55 11	Y	YARD/WORK	N
03/11/98	1231	7241	LVB55 11	L	ARK CTY LOC	M
03/11/98	1404	7242	GEGVSG 03	G	THROUGH	S
03/11/98	1502	7243	YWH55 11	Y	YARD/WORK	S
03/11/98	1609	7244	YWH55 11	Y	YARD/WORK	N
03/11/98	1706	7245	YWH55 11	Y	YARD/WORK	N
03/11/98	1746	7246	MWTFW 11	T	THROUGH	S
03/11/98	2045	7247	GSSIHP 09	G	THROUGH	S
03/11/98	2214	7248	YWH62 11	Y	YARD/WORK	S
03/11/98	2245	7249	YWH62 11	Y	YARD/WORK	N
03/11/98	2315	7250	MFWWI' 10	T	THROUGH	N
03/12/98	0144	7251	GEGVSG 03	G	THROUGH	M
03/12/98	0213	7252	LV054 11	L	THROUGH	N
03/12/98	0428	7253	MFWWT 11	T	THROUGH	N
03/12/98	0713	7254	LVB55 12	L	ARK CTY LOC	S
03/12/98	1015	7255	YWH55 12	Y	YARD/WORK	S
03/12/98	1109	7256	YWH55 12	Y	YARD/WORK	N
03/12/98	1156	7257	LVB55 12	L	ARK CTY LOC	N
03/12/98	1330	7258	LV055 12	L	THROUGH	S
03/12/98	1345	7259	MHOKC 04	T	THROUGH	N
03/12/98	1816	7260	MWIFW 12	T	THROUGH	S
03/12/98	2015	7261	GSHOHU 09	G	THROUGH	N
03/12/98	2121	7262	MFWNP 11	T'	THROUGH	N
03/12/98	2218	7263	YWH62 12	Y	YARD/WORK	S
03/12/98	2254	7264	YWH62 12	Y	YARD/WORK	N
03/13/98	0040	7265	GSHOSI 10	G	THROUGH	N
03/13/98	0617	7266	GSOGGV 09	G	THROUGH	S
03/13/98	0726	7267	LVB55 13	L	ARK CTY LOC	S
03/13/98	0941	7268	MHOKC 08	T	THROUGH	N
03/13/98	1410	7269	LVB55 13	L	ARK CTY LOC	N
03/13/98	2050	7270	MFWWT 12	T	THROUGH	N
03/13/98	2214	7271	YWH62 13	Ÿ	YARD/WORK	S

PROGRAM: FPAN127.FOCUS.EXEC(AEIHIST-WHTA-4) 04/02/98 08.13.57

TRANSPORTATION RESEARCH
AEI SCANNER TRAIN HISTORY DETAIL REPORT FOR SCANNER #359-SOUTH WICHITA FOR PERIOD 03/01/98-03/31/98

DATE	TIME	SEQ	TRAIN		TRN CAT	TRAIN TYPE	D I R
03/13/98	2224	7272	LV054	13	L	THROUGH	N
03/13/98	2238	7273	YWH62	13	Y	YARD/WORK	N
03/14/98	0639	7274	LVB55	14	Ĺ	ARK CTY LOC	S
03/14/98	0942	7275	YWH55	14	Y	YARD/WORK	S
03/14/98	1002	7276	YWH55	14	Ÿ	YARD/WORK	N
03/14/98	1152	7277	LVB55	14	L	ARK CTY LOC	N
03/14/98	1315	7278	LV055	14	L	THROUGH	S
03/14/98	1636	7279	MWITW	14	T	THROUGH	S
03/14/98	2203	7280	YWH62	14	Y	YARD/WORK	S
03/14/98	2243	7281	YWH62	14	Y	YARD/WORK	N
03/15/98	0215	7282	MFWNP	13	T	THROUGH	N
03/15/98	0435	7283	MFWWT	14	T	THROUGH	N
03/15/98	1052	7284	YWH55	15	Y	YARD/WORK	S
03/15/98	1132	7285	YWH55	15	Y	YARD/WORK	N
03/15/98	1201	7286	MFWNP	14	T	THROUGH	N
03/15/98	1550	7287	GLWIBW	15	G	THROUGH	S
03/15/98	1649	7288	MWITW	15	T	THROUGH	S
03/15/98	1812	7289	CHSCK	11	C	THROUGH	N
03/15/98	2119	7290	MFWWIX	11	T	THROUGH	N
03/15/98	2136	7291	YWH60	15	Y	YARD/WORK	S
03/15/98	2216	7292	YWH60	15	Y	YARD/WORK	N
03/16/98	0401	7293	MFWWT	15	T	THROUGH	N
03/16/98	0649	7294	LVB55	16	L	ARK CTY LOC	S
03/16/98	0923	7295	YWH55	16	Y	YARD/WORK	S
03/16/98	1045	7296	YWH55	16	Y	YARD/WORK	N
03/16/98	1111	7297	LVB55	16	L	ARK CTY LOC	N
03/16/98	1552	7298	MFWWIX		T	THROUGH	N
03/16/98	1746	7299	MHOKC	11	T	THROUGH	N
03/16/98	2048	7300	MWIFW	16	T	THROUGH	S
03/16/98	2314	7301	LV054	16	L	THROUGH	N
03/16/98	2325	7302	YWH62	16	Y	YARD/WORK	S
03/16/98	2349	7303	YWH62	16	Y	YARD/WORK	N
03/17/98	0417	7304	MFWNP	15	T	THROUGH	N
03/17/98	0626	7305	GSHOCW		G	THROUGH	N
03/17/98	0643	7306	LVB55	17	L	ARK CTY LOC	S
03/17/98	1105	7307	YWH55	17	Y	YARD/WORK	S
03/17/98	1116	7308	LV055	17	L	THROUGH	S
03/17/98	1200	7309	YWH55	17	Y	YARD/WORK	N
03/17/98	1213	7310	LVB55	17	L	ARK CTY LOC	N
03/17/98	1550	7311	YWH55	17	Y	YARD/WORK	S
03/17/98	1743	7312	YWH55	17	Y	YARD/WORK	N
03/17/98	1750	7313	MHOKC	13	T	THROUGH	N
03/17/98	2032	7314	MFWWT	16	T	THROUGH	N
03/17/98	2156	7315	MFWNP	16	T	THROUGH	N
03/17/98	2346	7316	MWIFW	17	T	THROUGH	S

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TRANSPORTATION RESEARCH
AET SCANNER TRAIN HISTORY DETAIL REPORT FOR SCANNER #359-SOUTH WICHITA FOR PERIOD 03/01/98-03/31/98

		SEQ		TRN		DI
DATE	TIME	NUM	TRAIN	CAT	TRAIN TYPE	Ř
03/18/98	0649	7317	LVB55 18	L	ARK CTY LOC	s
03/18/98	1033	7318	GLCCCC 06	G	THROUGH	S
03/18/98	1046	7319	YWH55 18	Y	YARD/WORK	S
03/18/98	1145	7320	LVB55 18	L	ARK CTY LOC	N
03/18/98	1159	7321	YWH55 18	Y	YARD/WORK	N
03/18/98	1507	7322	YWH55 18	Y	YARD/WORK	S
03/18/98	1700	7323	YWH55 18	Y	YARD/WORK	N
03/18/98	2048	7324	MFWWT 17	T	THROUGH	N
03/18/98	2120	7325	MFWNP 17	T	THROUGH	N
03/18/98	2231	7326	LV054 18	L	THROUGH	N
03/19/98	0203	7327	GSHOWA 16	G	THROUGH	N
03/19/98	0640	7328	MWIFW 18	T	THROUGH	S
03/19/98	0653	7329	LVB55 19	L	ARK CTY LOC	S
03/19/98	1015	7330	LVB55 19	L	ARK CTY LOC	N
03/19/98	1031	7331	YWH55 19	Y	YARD/WORK	S
03/19/98	1051	7332	LV055 19	L	THROUGH	S
03/19/98	1130	7333	YWH55 19	Y	YARD/WORK	N
03/19/98	1706	7334	MFWWT 18	T	THROUGH	N
03/19/98	1942	7335	M OF W 19	W	YARD/WORK	N
03/19/98	2341	7336	YWH62 19	Y	YARD/WORK	S
03/20/98	0019	7337	YWH62 19	Y	YARD/WORK	N
03/20/98	0116	7338	MFWWT 19	T	THROUGH	N
03/20/98	0324	7339	MHOKC 16	T	THROUGH	N
03/20/98	0642	7340	LVB55 20	L	ARK CTY LOC	S
03/20/98	0930	7341	MWIFW 19	T Y	THROUGH	S
03/20/98	1009	7342	YWH55 20 YWH55 20	Y	YARD/WORK	N
03/20/98	1131	7343 7344	LVB55 20	L	YARD/WORK ARK CTY LOC	N
03/20/98	1309	7345	GSGVOL 17	G	THROUGH	N
03/20/98	1411	7346	YWH55 20	Y	YARD/WORK	S
03/20/98	1550	7347	YWH55 20	Y	YARD/WORK	N
03/20/98	2204	7348	MFWNP 18	T	THROUGH	N
03/20/98	2252	7349	YWH62 20	Ÿ	YARD/WORK	S
03/20/98	2329	7350	YWH62 20	Ŷ	YARD/WORK	N
03/21/98	0007	7351	MWITW 20	Ť	THROUGH	S
03/21/98	0518	7352	ZAPHF 19	ž	THROUGH	S
03/21/98	0639	7353	LVB55 21	L	ARK CTY LOC	S
03/21/98	0956	7354	YWH55 21	Ÿ	YARD/WORK	S
03/21/98	1029	7355	YWH55 21	Ÿ	YARD/WORK	N
03/21/98	1246	7356	LVB55 21	Ĺ	ARK CTY LOC	N
03/21/98	1407	7357	MFWWT 20	T	THROUGH	N
03/21/98	1437	7358	YWH55 21	Ŷ	YARD/WORK	S
03/21/98	1628	7359	YWH55 21	Ÿ	YARD/WORK	N
03/21/98	1927	7360	MFWNP 19	T	THPOUGH	N
03/21/98	2214	7361	GSCWHO 16	Ğ	THROUGH	S
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TRANSPORTATION RESEARCH AEI SCANNER TRAIN HISTORY DETAIL REPORT FOR SCANNER #359-SOUTH WICHITA FOR PERIOD 03/01/98-03/31/98

		SEQ			TRN		DI
DATE	TIME	NUM	TRAIN		CAT	TRAIN TYPE	R
03/21/98	2236	7362	LVB55	21	L	ARK CTY LOC	S
03/21/98	2324	7363	LVB55	21	L	ARK CTY LOC	N
03/22/98	0124	7364	MFWNP	20	T	THROUGH	N
03/22/98	0259	7365	MWITW	21	T	THROUGH	S
03/22/98	0731	7366	MFWWT	21	T	THROUGH	N
03/22/98	1043	7367	YWH55	22	Y	YARD/WORK	S
03/22/98	1128	7368	YWH55	22	Y	YARD/WORK	N
03/22/98	1646	7369	MWITW	22	T	THROUGH	S
03/22/98	1944	7370	MHOKC	18	T	THROUGH	N
03/22/98	2130	7371	YWH62	22	Y	YARD/WORK	S
03/22/98	2232	7372	YWH62	22	Y	YARD/WORK	N
03/23/98	0604	7373	MFWNP LVB55	21 23	T	THROUGH	N
03/23/98 03/23/98	0640 1050	7374 7375	YWH55	23	Y	ARK CTY LOC YARD/WORK	S
03/23/98	1200	7376	LVB55	23	L	ARK CTY LOC	N
03/23/98	1212	7377	YWH55	23	Y	YARD/WORK	N
03/23/98	1928	7378	MFWWT	22	Ť	THROUGH	N
03/23/98	2222	7379	YWH62	23	Ÿ	YARD/WORK	S
03/23/98	2303	7380	YWH62	23	Ÿ	YARD/WORK	N
03/24/98	0017	7381	LV054	23	L	THROUGH	N
03/24/98	0158	7382	GEPIWI	18	G	THROUGH	N
03/24/98	0224	7383	MWITW	23	T	THROUGH	S
03/24/98	0907	7384	LVB55	24	L	ARK CTY LOC	S
03/24/98	0922	7385	YWH55	24	2	YARD/WORK	S
03/24/98	1051	7386	YWH55	24	Y	YARD/WORK	N
03/24/98	1139	7387	RCKWT	24	0	THROUGH	N
03/24/98	1213	7388	LV055	24	L	THROUGH	S
03/24/98	1312	7389	LVB55	24	L	ARK CIY LOC	N
03/24/98	1831	7390	MFWNP	22	T	THROUGH	N
03/24/98	1935	7391	RWICK	24	0	THROUGH	S
03/24/98	2001	7392	MFWNP	23	T	THROUGH	N
03/25/98	0650	7393	LVB55	25	L	ARK CTY LOC	S
03/25/98	0939	7394	MWIFW	24	T	THROUGH	S
03/25/98	1028	7395	YWH55	25	Y	YARD/WORK	S
03/25/98	1112	7396	MFWWT	23	T	THROUGH	N
03/25/98	1131	7397	YWH55	25	Y	YARD/WORK	N
03/25/98	1150	7398 7399	LVB55	25	L	ARK CTY LOC THROUGH	N
03/25/98 03/25/98	1742		MFWWT MWIFW	24		THROUGH	N
03/25/98	1850 1955	7400 7401	MEWNP	25	T	THROUGH	S
03/25/98	0025	7402	LVO54	25	L	THROUGH	N
03/26/98	0136	7403	MHOKC	23	T	THROUGH	N
03/26/98	0634	7404	LVB55	26	Ĺ	ARK CTY LOC	S
03/26/98	1010	7405	YWH55	26	Ÿ	YARD/WORK	S
03/26/98	1021	7406	LVB55	26	Ĺ	ARK CTY LOC	N
,,							

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PROGRAM: FPAN127.FOCUS.EXEC(AFTHIST-WHTA-4) 04/02/98.08.13.57

TRANSPORTATION RESEARCH
AEI SCANNER TRANHISTORY DETAIL REPORT FOR SCANNER #359-SOUTH WICHITA
FOR PERIOD 03/01/98-03/31/98

DATE	TIME	SEQ	TRAIN		TRN	TRAIN TYPE	DIR
03/26/98	1040	7407	LV055	26	L	THROUGH	S
03/26/98	1131	7408	YWH55	26	Y	YARD/WORK	N
03/26/98	1344	7409	YWH55	36	Ÿ	YARD/WORK	S
03/26/98	1537	7410	YWH55	25	Y	YARD/WORK	N
03/26/98	1855	7411	MFWWT	25	T	THROUGH	N
03/26/98	2255	7412	MFWNP	25	T	THROUGH	N
03/27/98	0335	7413	MFWWT	26	T	THROUGH	N
03/27/98	0653	7414	LVB55	27	L	ARK CTY LOC	S
03/27/98	0807	7415	MWIFW	26	T	THROUGH	S
03/27/98	1150	7417	LVB55	27	L	ARK CTY LOC	N
03/27/98	1526	7418	RCKWT	27	0	THROUGH	N
03/27/98	1727	7419	MWITW	27	T	THROUGH	S
03/27/98	1937	7420	MFWNP	26	T	THROUGH	N
03/27/98	2038	7421	RWICK	27	0	THROUGH	S
03/27/98	2309	7422	YWH62	27	Y	YARD/WORK	S
03/27/98	2340	7423	YWH62	27	Y	YARD/WORK	N
03/27/98	2343	7424	LV054	27	L	THROUGH	N
03/28/98	0437	7425	MFWWT	27	T	THROUGH	N
03/28/98	0653	7426	LVB55	28	L	ARK CTY LOC	S
03/28/98	1124	7427	YWH55	28	Y	YARD/WORK	S
03/28/98	1156	7428	LV055	28	L	THROUGH	S
03/28/98	1227	7429	YWH55	28	Y	YARD/WORK	N
03/28/98	1238	7430	LVB55	28	L	ARK CTY LOC	N
03/28/98	1952	7431	CHPJR	23	C	THROUGH	N
03/28/98	2130	7432	MWITW	28	T	THROUGH	S
03/28/98	2202	7433	YWH62	28	Y	YARD/WORK	S
03/28/98	2248	7434	YWH62	28	Y	YARD/WORK	N
03/29/98	0400	7435	MHOKC	25	T	THROUGH	N
03/29/98	0927	7436	YWH55	29	Y	YARD/WORK	S
03/29/98	1058	7437	YWH55	29	Y	YARD/WORK	N
03/29/98	1358	7438	MFWWT	28	T	THROUGH	N
03/29/98	1728	7439	MWIFW	29	T	THROUGH	S
03/29/98	2106	7440	YWH62	29	Y	YARD/WORK	S
03/29/98	2201	7441	YWH62	29	Y	YARD/WORK	N
03/30/98	0349	7442	MFWWT	29	T	THROUGH	N
03/30/98	0640	7443	LVB55	30	L	ARK CTY LOC	S
03/30/98	0706	7444	MHOKC	27	T	THROUGH	N
03/30/98	0927	7445	YWH55	30	Y	YARD/WORK	S
03/30/98	1104	7446	YWH55	30	Y	YARD/WORK	N
03/30/98	1116	7447	LVB55	30	L	ARK CTY LOC	N
03/30/98	1733	7448	MFWNP	29	T	THROUGH	И
03/30/98	1834	7449	MWIFW	30	T	THROUGH	S
03/30/98	2151	7450	LV054	30	L	THROUGH	N
03/31/98	0644	7451	LVB55	31	L	ARK CTY LOC	S
03/31/98	0852	7452	YWH55	31	A	YARD/WORK	S

PROGRAM: FPAN127.FOCUS.EXEC(AEIHIST-WHTA-4) 04/02/98-08.13.57

TRANSPORTATION RESEARCH
AEI SCANNER TRENN HISTORY DETAIL REPORT FOR SCANNER \$359-SOUTH WICHITA
FOR PERIOD 03/01/98-03/31/98

DATE	TIME	SEQ NUM	TRAIN		TRN	TRAIN TYPE	D R
03/31/98	0919	7453	YWH55	31	Y	YARD/WORK	N
03/31/98	1024	7454	MFWWT	30	T	THROUGH	N
03/31/98	1043	7455	LVB55	31	L	ARK CTY LOC	N
03/31/98	1109	7456	LV055	31	L	THROUGH	S
03/31/98	2133	7457	MWITW	31	T	THROUGH	S
03/31/98	2324	7458	YWH62	31	Y	YARD/WORK	S

RECAP OF PASSING REPORTS FOR MONTH OF MARCH 1998 RENO, NEVADA

DATE	FREIGHT
1-Mar	11
2-Mar	11
3-Mar	9
4-Mar	9
5-Mar	10
6-Mar	10
7-Mar	9
8-Mar	11
9-Mar	10
10-Mar	5
11-Mar	
12-Mar	13
13-Mar	10
14-Mar	12
15-Mar	9
16-Mar	9
17-Mar	11
18-Mar	9
19-Mar	8
20-Mar	9
21-Mar	9
22-Mar	10
23-Mar	7
24-Mar	11
25-Mar	10
26-Mar	11
27-Mar	8
28-Mar	10
29-Mar	14
30-Mar	7
31-Mar	11
The second secon	CONTRACTOR DESCRIPTION OF THE PROPERTY OF THE

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AUTHENTICATION:

I certify under penalty of perjury that the foregoing record is true and correct and complied from record maintained by SPT Company in the usual and ordinary course of business.

FREIGHT TRAIN MONTH TO DATE AVERAGE

General Superintendent

Date

RECEIVED

APR 6 1996 MANAGEMENT STB

Western region - Harriman Dispaatch Center

CATEGORY 1 (THROUGH FREIGHT TRAIN MOVEMENTS)

EASTWARD: TRAIN ID	RENO(EST)	WESTWARD: TRAIN ID	RENO(EST)
1AOAKS-27	11:00 PM	1MROSTB-24	3:30 PM
2AOAKS-27	11:20 PM	1MROSTBK-25	6:10 PM
1AOAKS-28	8:55 AM	1MNPSTB-25	10:40 PM
1ZOACH-01	12:20 PM	1FSKEM-C1	10:55 AM
1MSTNPB-01	11:35 PM	1MROSTB-27	6:40 PM
		1ZG10A-27	3:45 PM

EAST TRAINS:	5	WEST TRAINS:	6
TOTAL FREIGHT TRAINS:	11		

CATEGORY 2: (LITE ENGINE, WORK TRAINS, YARD ENG, HELPER, SNOW EQUIPMENT, LOCALS ETC):

PSGR TRAINS: (#6 RENO 0509 PM)	1
PSGR TRAINS: (#5 RENO 1033 AM)	
YARD ENGINES:	0
HELPERS:	0
LITE ENGINE:	0
WORK TRAINS:	
SNOW EQUIPMENT:	0
DETOUR TRAINS:	
DETOON THAINS.	
SWITCH	0

CATEGORY 1 (THROUGH FREIGHT TRAIN MOVEMENTS)

EASTWARD: TRAIN ID	RENO(EST)	WESTWARD: TRAIN ID	RENO(EST)
1MAVRO-26	12:05 AM	1AKSBE-23	8:20 AM
1MRVRO-28	12:01 AM	2AKSBE-29	12:20 PM
1GTZUP-29	10:20 AM	1ZG1OA-28	2:25 PM
1MSTNPB-02	4:25 PM	1CCOPN-20	10:45 PM
2MSTNPB-01	5:30 PM		
1GBKOG-01	8:15 PM		
1MOARO-01	9:45 PM		

EAST TRAINS:	7	WEST TRAINS:	4
TOTAL FREIGHT TRAINS:	11		

CATEGORY 2: (LITE ENGINE, WORK TRAINS, YARD ENG, HELPER, SNOW EQUIPMENT, LOCALS ETC):

PSGR TRAINS: (86 RENO 0509 PM) PSGR TRAINS: (85 RENO 1106 AM) YARD ENGINES:	_ ;
HELPERS:	
LITE ENGINE:	
WORK TRAINS:	
SNOW EQUIPMENT:	
DETOUR TRAINS:	
SWITCH	

TRAIN MOVEMENT ACTIVITY THROUGH CITY OF RENO TUESDAY MARCH 03, 1986

CATEGORY 1 (THROUGH FREIGHT TRAIN MOVEMENTS)

EASTWARD: TRAIN ID	RENO(EST)	WESTWARD: TRAIN ID	RENO(EST)
1MRVRO-02	3:35 AM	1MNPSTB-26	2:25 AM
1CRIGV-28	9:05 AM	2MROSTB-01	6:25 AM
1AOAKS-02	9:20 AM	1ZG1OA-01	2:55 PM
1ZOACH-03	11:55 AM	1MROSTB-28	3:40 Pi4
1PEMSK-03	4:00 PM		

EAST TRAINS:	WEST TRAINS:	4
TOTAL FREIGHT TRAINS:		

PSGR TRAINS: (#6 RENO 0453 PM) PSGR TRAINS: (#5 RENO 1043 AM)	;
YARD ENGINES:	•
HELPERS:	•
LITE ENGINE:	•
WORK TRAINS:	•
SNOW EQUIPMENT:	•
DETOUR TRAINS:	•
SWITCH	2
TOTAL:	

TRAIN MOVEMENT ACTIVITY THROUGH CITY OF RENO WEDNESDAY MARCH 04, 1996

CATEGORY 1 (THROUGH FREIGHT TRAIN MOVEMENTS)

EASTWARD: TRAIN ID	RENO(EST)	WESTWARD: TRAIN ID	RENO(EST)
1AOAKS-03	10:30 AM	1AKSBZ-01	12:25 AM
1ZOACH-04	11:40 AM	1GYPBK-23	4:00 AM
1MSTNPB-03	3:55 PM	1MNPSTB-28	6:25 AM
1MOARO-03	7:00 PM	1ZG1OA-02	9:20 AM
2MSTNPR-03	9:25 PM		

EAST TRAINS: 5 WEST TRAINS: 4
TOTAL FREIGHT TRAINS: 9

CATEGORY 2: (LITE ENGINE, WORK TRAINS, YARD ENG, HELPER, SNOW EQUIPMENT, LOCALS ETC):

PSGR TRAINS: (#6 RENO 0456 PM) PSGR TRAINS: (#5 RENO 1146 AM) YARD ENGINES:	;
HELPERS:	•
LITE ENGINE:	•
WORK TRAINS:	•
SNOW EQUIPMENT:	•
DETOUR TRAINS:	•
SWITCH	

TRAIN MOVEMENT ACTIVITY THROUGH CITY OF RENO THURSDAY MARCH 05, 1906

CATEGORY 1 (THROUGH FREIGHT TRAIN MOVEMENTS)

EASTWARD: TRAIN ID	RENO(EST)	WESTWARD: TRAIN ID	RENO(EST)
1AOAKS-04	9:20 AM	1MNPSTB-01	2:00 AM
1ZOACH-05	11:35 AM	1AKSBE-02	3:50 AM
1GBKOG-04	3:50 PM	1GUPBK-24	8:50 AM
2MSTNPB-04	6:50 PM	1PSKEM-05	10:10 AM
		1ZG1OA-03	11:30 AM
		1MROSTB-02	2:25 PM

EAST TRAINS:		WEST TRAINS:	
TOTAL FREIGHT TRAINS:	10		

CATEGORY 2: (LITE ENGINE, WORK TRAINS, YARD ENG, HELPER, SNOW EQUIPMENT, LOCALS ETC):

PSGR TRAINS: (#6 RENO 0501 PM) PSGR TRAINS: (#5 RENO 1219 PM) YARD ENGINES:	1
HELPERS:	•
LITE ENGINE:	•
WORK TRAINS:	
SNOW EQUIPMENT:	•
DETOUR TRAINS:	
SWITCH	

TRAIN MOVEMENT ACTIVITY THROUGH CITY OF RENO FRIDAY MARCH 06, 1986

CATEGORY 1 (THROUGH FREIGHT TRAIN MOVEMENTS)

EASTWARD: TRAIN ID	RENO(EST)	WESTWARD: TRAIN ID	RENO(EST)
1MRVRO-03	3:20 AM	1GUPTJ-27	7:25 AM
1AOAKS-05	8:20 PM	1AKSBE-03	4:50 AM
1MSTNPB-04	4:05 PM	1GUPBK-26	1:30 PM
1ZOACH-06	12:25 PM	1ZG1OA-04	4:30 PM
1MOARO-05	6:20 PM	1MROSTB-03	7:30 PM

EAST TRAINS:	5	WEST TRAINS:	5
TOTAL FREIGHT TRAINS:	10		

PSGR TRAINS: (86 RENO 0610 PM) PSGR TRAINS: (85 RENO 1138 AM) YARD ENGINES:	:
HELPERS:	•
LITE ENGINE:	
WORK TRAINS:	•
SNOW EQUIPMENT:	•
DETOUR TRAINS:	•
SWITCH	2
TOTAL:	

CATEGORY 1 (THROUGH FREIGHT TRAIN MOVEMENTS)

EASTWARD: TRAIN ID	RENO(EST)	WESTWARD: TRAIN ID	RENO(EST)
1AOA (S-06	11:50 AM	1GUPBK-26	1:50 PM
1ZOACH-07	12:40 PM	1MROSTB-03	7:10 PM
2MSTNPB-05	7:35 PM	1MNPSTB-03	F.55 AM
1MSTNPB-06	10:10 PM	1AKSBE-04	8:10 AM
		1ZG1OA-05	9:30 PM

	EAST TRAINS: 4	WEST TRAINS:	5
T	OTAL FREIGHT TRAINS:		

CATEGORY 2: (LITE ENGINE, WORK TRAINS	, YAND ENG, HELPEN, SNOW EQUIPMENT, LOCAL
PSGR TRAINS: (#6 RENO 6450 PM) PSGR TRAINS: (#5 RENO 1034 AM) YARD ENGINES:	1
HELPERS:	•
LITE ENGINE:	•
WORK TRAINS:	•
SNOW EQUIPMENT:	•
DETOUR TRAINS:	•
SWITCH	•
TOTAL:	2

TRAIN MOVEMENT ACTIVITY THROUGH CITY OF RENC SUNDAY MARCH 08, 1998

CATEGORY 1 (THROUGH FREIGHT TRAIN MOVEMENTS)

EASTWARD: TRAIN ID	RENO(EST)	WESTWARD: TRAIN ID	RENO(EST)
1AOAKS-07	8:00 AM	1MNPS iB-04	2:50 AM
1MSTNPB-07	11:41 AM	1MROSTB-04	5:50 AM
1ZOACH-08	12:05 PM	1PSKEM-08	10:45 AM
1MOARO-06	8:05 PM	1MROSTB-05	4:10 PM
1MRVRO-06	10:40 PM	2MROSTB-08	7:30 PM
		1ZG1OA-06	11:40 PM

TAGE TO ME.		WEST TRAINS:	6
EAST TRAINS: TOTAL FREIGHT TRAINS:	11		

CATEGORY 2: (LITE ENGINE, WORK TO THE		
PSGR TRAINS: (#6 RENO 0508PM)	1	
PSGR TRAINS: (#5 RENO 1034 AM)		
YARD ENGINES:		
HELPERS:	•	
LITE ENGINE:	•	
WORK TRAINS:	•	
SNOW EQUIPMENT:	•	
DETOUR TRAINS:	0	
DETOCK TO THE PROPERTY OF THE		
SWITCH	•	
TOTAL:	2	
IOIAE.		

TRAIN MOVEMENT ACTIVITY THROUGH CITY OF RENO MONDAY MARCH 00, 1988

CATEGORY 1 (THROUGH FREIGHT TRAIN MOVEMENTS)

EASTWARD: TRAIN ID	RENO(EST)	WESTWARD: TRAIN ID	RENO(EST)
1MOARO-07	2:30 AM	1AKSBE-06	3:33 PM
2MSTNPB-08	4:40 AM	1MROSTB-06	3:05 PM
1AOAKS-08	11:35 AM	1ZG1OA-07	6:40 PM
1MRVROK-08	3:50 PM	1MNPSTB-02	8:35 PM
1MOARO-08	4:50 PM	1CCOPN-05	11:45 PM

EAST TRAINS:	5	WEST TRAINS: 5
TOTAL FREIGHT TRAINS:	10	

CATEGORY 2: (LITE ENGINE, WORK TRAINS, YARD ENG, HELPER, SNOW EQUIPMENT, LOCALS ETC):

PSGR TRAINS: (#6 RENO 0449 PM) PSGR TRAINS: (#5 RENO 1047 AM) YARD ENGINES:	1
HELPERS:	•
LITE ENGINE:	•
WORK TRAINS:	•
SNOW EQUIPMENT:	•
DETOUR TRAINS:	
SWITCH	2

TRAIN MOVEMENT ACTIVITY THROUGH CITY OF RENO TUESDAY MARCH 10, 1996

CATEGORY 1 (THROUGH FREIGHT TRAIN MOVEMENTS)

EASTWARD: TRAIN ID	RENO(EST)	WESTWARD: TRAIN ID	RENO(EST)
1GTJUP-08	6:40 AM	1MROSTB-07	1:05 PM
1AOAKS-09	7:25 AM		
1ZOACH-10	11:30 AM		
1PEMEK-10	4:37 PM		

EAST TRAINS: TOTAL FREIGHT TRAINS:		WEST TRAINS:
CATEGORY 2: (LITE ENGINE, WORK TRAINS,	YARD ENG, HELPER, SNOW EG	DUIPMENT, LOCALS ETC):
PSGR TRAINS: (#6 RENO 0450 PM) PSGR TRAINS: (#5 RENO 0614 PM) YARD ENGINES:	1	
HELPERS:	•	
LITE ENGINE:	•	
WORK TRAINS:	•	
SNOW EQUIPMENT:	•	
DETCUR TRAINS:	•	
SWITCH	•	
TOTAL:	2	

TRAIN MOVEMENT ACTIVITY THROUGH CITY OF RENO WEDNESDAY MARCH 11, 1996

CATEGORY 1 (THROUGH FREIGHT TRAIN MOVEMENTS)

EASTWARD: TRAIN ID	RENO(EST)	WESTWARD: TRAIN ID	RENO(EST)
2MSTNPB-09	7:10 AM	1AKSBE-07	3:50 AM
1GBKOG-09	5:10 AM	1MNPSTB-06	4:55 AM
1AOAKS-10	6:40 AM	1MROSTB-09	11:50 PM
1ZOACH-11	11:25 AM		

EAST TRAINS: 4	WEST TRAINS: 3	
TOTAL FREIGHT TRAINS: 7		

PSGR TRAINS: (#6 RENO 0506 PM)	1
PSGR TRAINS: (#5 RENO 0102 PM)	1
YARD ENGINES:	•
HELPERS:	
LITE ENGINE:	•
WORK TRAINS:	
SNOW EQUIPMENT:	•
DETOUR TRAINS:	
SWITCH	
TOTAL:	,
IOIAL	THE STREET

TRAIN MOVEMENT ACTIVITY THROUGH CITY OF RENO THURSDAY MARCH 12, 1998

CATEGO'AY 1 (THROUGH FREIGHT TRAIN MOVEMENTS)

EASTWARD: TRAIN ID	RENO(EST)	WESTWARD: TRAIN ID	RENO(EST)
1MOARO-10	12:50 AM	1ZG1OA-08	2:00 AM
1MSTNPB-10	2:50 AM	1PSKEM-12	10:10 AM
2GBKOG-09	5:40 AM	1ZG1OA-09	12:15 PM
1MRVRO-09	8:55 AM	1AKSBE-08	12:20 PM
1AOAKS-11	9:05 AM	2MROSTB-10	3:30 PM
1ZOACH-12	12:05 PM	1ZG1OA-10	6:05 PM
1MSTNPB-08	10:20 PM		

EAST TRAINS:	7	WEST TRAINS:	
TOTAL FREIGHT TRAINS:	13		

PSGR TRAINS: (#6 RENO 0656 PM) PSGR TRAINS: (#5 RENO 1037 AM) YARD ENGINES:	1
HELPERS:	•
LITE ENGINE:	•
WORK TRAINS:	•
SNOW EQUIPMENT:	,
DETOUR TRAINS:	•
SWITCH	2

TRAIN MOVEMENT ACTIVITY THROUGH CITY OF RENO FRIDAY MARCH 13, 1998

CATEGORY 1 (THROUGH FREIGHT TRAIN MOVEMENTS)

EASTWARD: TRAIN ID	RENO(EST)	WESTWARD: TRAIN ID	RENO(EST)
2MRVRO-12	3:35 AM	1GUPPY-03	1:00AM
2MSTNPB-12	10:20 AM	1MROSTB-11	9:30 AM
1AOAKS-13	8:35 AM	1AKSBE-10	6:36 PM
1MSTNPB-12	11:15 PM	1ZG1OA-11	10:40 PM
2MSTNPB-13	1:20 PM		
1ZOACH-13	12:40 PM		
1PEMSM-13	11:05 PM		

EAST TRAINS:	7	WEST TRAINS:	3
TOTAL FREIGHT TRAINS:	10		

CATEGORY 2: (LITE ENGINE, WORK TRAINS, YARD ENG, HELPER, SNOW EQUIPMENT, LOCALS ETC):

PSGR TRAINS: (#6 RENO 0453 PM) PSGR TRAINS: (#5 RENO 0413 PM) VARD ENGINES:	1
HELPERS:	0
LITE ENGINE:	0
WORK TRAINS:	•
SNOW EQUIPMENT:	0
DETOUR TRAINS:	0
SWITCH	•

V5 TRAIN MOVEMENT ACTIVITY THROUGH CITY OF RENO SATURDAY MARCH 14, 1998

CATEGORY 1 (THROUGH FREIGHT TRAIN MOVEMENTS)

EASTWARD: TRAIN ID	RENO(EST)	WESTWARD: TRAIN ID	RENO(EST)
1MRVRO-10	12:35 AM	1MNPSTB-07	7:10 AM
1MOARO-13	3:15 AM	2MROSTB-14	2:00 PM
1AOAKS-13	9:40 AM	1ZG1OA-12	6:20 PM
1MRVRO-12	3:35 PM	1MROSTB-12	9:45 PM
1ZOACH-14	11:55 AM		
1MSTNPB-13	6:00 PM		
1GBKOG-11	6:30 PM		
1MRVRO-13	9:45 PM		

EAST TRAINS:	•	WEST TRAINS:	4
TOTAL FREIGHT TRAINS:	12		

PSGR TRAINS: (#6 RENO 0556 PM) PSGR TRAINS: (#5 RENO 1048 AM) YARD ENGINES:	;
HELPERS:	
LITE ENGINE:	
WORK TRAINS:	
SNOW EQUIPMENT:	
DETOUR TRAINS:	
SWITCH	
TOTAL:	

TRAIN MOVEMENT ACTIVITY THROUGH CITY OF RENO SUNDAY MARCH 15, 1996

CATEGORY 1 (THROUGH FREIGHT TRAIN MOVEMENTS)

EASTWARD: TRAIN ID	RENO(EST)	WESTWARD: TRAIN ID	RENO(EST)
ICRIGV-14	5:00 AM	1ASKEM-15	10:25
1MSTNPB-14	1:20 PM	1MROSTB-13	3:50 PM
1Z-)ACH-15	10:45 AM	1ZG1OA-13	6:35 PM
1AOAKS-14	6:20 PM		
1GPYUP-14	7:40 PM		
2AOAKS-14	8:40 PM		

EAST TRAINS:	•	WEST TRAINS:	3
TOTAL FREIGHT TRAINS:			

PSGR TRAINS: (#6 RENO 0523 PM) PSGR TRAINS: (#5 RENO 1222 AM) YARD ENGINES:	1
HELPERS:	
LITE ENGINE:	•
WORK TRAINS:	•
SNOW EQUIPMENT:	•
DETOUR TRAINS:	•
SWITCH	•
TOTAL:	•

TRAIN MOVEMENT ACTIVITY THROUGH CITY OF RENO MONDAY MARCH 16, 1996

CATEGORY 1 (THROUGH FREIGHT TRAIN MOVEMENTS)

EASTWARD: TRAIN ID	RENO(EST)	WESTWARD: TRAIN ID	RENO(EST)
2MSTNPB-15	3:25 AM	1MNPSTB-09	2:10
1AOAOKS-15	8:35 AM	1MROSTB-14	6:45 AM
1MOARO-16	12:00 PM	1AKSBE-13	2:20 PM
1MRVRO-14	5:15 PM	1ZG1OA-14	7:00 PM
		1GUPPC-05	8:15 PM

	WEST TRAINS: 5
EAST TRAINS:	
TOTAL FREIGHT TRAINS:	

CATEGORY 2: (LITE ENGINE, WORK TRAINS,	TAIL SITE OF THE STATE OF THE S
PSGR TRAINS: (86 RENO 0648 PM) PSGR TRAINS: (85 RENO 1125 AM) YARD ENGINES:	
HELPERS:	•
LITE ENGINE:	•
WORK TRAINS:	•
SNOW EQUIPMENT:	•
DETOUR TRAINS:	•
SWITCH	2
TOTAL:	•

VS TRAIN MOVEMENT ACTIVITY THROUGH CITY OF RENO TUESDAY MARCH 17, 1996

CATEGORY 1 (THROUGH FREIGHT TRAIN MOVEMENTS)

EASTWARD: TRAIN ID	RENO(EST)	WESTWARD: TRAIN ID	RENO(EST)
1MRVRO-15	9:35 AM	1MNPSTB-11	11:50 AM
1AOAKS-16	7:25 AM	1MNPSTB-12	12:20 AM
1MSTNPB-16	11:50 AM	1MROSTB-15	5:40 AM
1ZOACH-17	1:05 PM	1AKSBE-14	7:10 AM
1PEMSK-17	3:45 PM	1ZG1OA-15	3:15 PM
1MOARO-17	3:35 AM		

EAST TRAINS:	•	WEST TRAINS:	5
TOTAL FREIGHT TRAINS:	11		

CATEGORY 2: (LITE ENGINE, WORK TRAINS, YARD ENG, HELPER, SNOW EQUIPMENT, LOCALS ETC):

PSGR TRAINS: (#6 RENO 0500 PM) PSGR TRAINS: (#5 RENO 1137 AM) YARD ENGINES:	1
HELPERS:	
LITE ENGINE:	•
WORK TRAINS:	•
SNOW EQUIPMENT:	
DETOUR TRAINS:	•
SWITCH	

TRAIN MOVEMENT ACTIVITY THROUGH CITY OF RENO WEDNESDAY MARCH 18, 1998

CATEGORY 1 (THROUGH FREIGHT TRAIN MOVEMENTS)

EASTWARD: TRAIN ID	RENO(EST)	WESTWARD: TRAIN ID	RENO(EST)
1MOARO-16	7:50 AM	1AKSBE-15	1:25 AM
1AOAKS-17	7:05 AM	2MROSTB-16	3:10 AM
1ZOACH-18	1:10 PM	1MROSTB-16	6:20 AM
1MSTNPB-17	7:50 PM	1MNPSTB-14	12:25 PM
		1ZG1OA-18	11:35 PM

EAST TRAINS:	WEST TRAINS:	5
TOTAL FREIGHT TRAINS:		

CATEGORY 2: (LITE ENGINE, WORK TRAINS, YARD ENG, HELPER, SNOW EQUIPMENT, LOCALS ETC):

PSGR TRAINS: (#6 RENO 0554 PM) PSGR TRAINS: (#5 RENO 1033 AM) YARD ENGINES:	;
HELPERS:	•
LITE ENGINE:	•
WORK TRAINS:	
SNOW EQUIPMENT:	•
DETOUR TRAINS:	
SWITCH	

TRAIN MOVEMENT ACTIVITY , HROUGH CITY OF RENO THURSDAYMARCH 19, 1998

CATEGORY 1 (THROUGH FREIGHT TRAIN MOVEMENTS)

EASTWARD: TRAIN ID	RENO(EST)	WESTWARD: TRAIN ID	RENO(EST)
1AOAKS-18	7:10 AM	1MNPSTB-16	1:20 AM
1ZOACH-19	12:15 PM	1CCOPN-17	4:35 AM
		1AKSEM-19	10:10 AM
		1MROSTB-18	12:50 PM
		1ZG1OA-18	3:35 PM
		1AKSBE-16	11:45 PM

EAST TRAINS:	2	WEST TRAINS:	6
TOTAL FREIGHT TRAINS:			

CATEGORY 2: (LITE ENGINE, WORK TRAINS, YARD EMG, HELPER, SNOW EQUIPMENT, LOCALS ETC):

PSGR T(.AINS: (#6 RENO 0521 PM) PSGR TRAINS: (#5 RENO 1/32 AM) YARD ENGINES:	
HELPERS:	
LITE ENGINE:	
WORK TRAINS:	
SNOW EQUIPMENT:	
DETOUR TRAINS:	
SWITCH	

TRAIN MOVEMENT ACTIVITY THROUGH CITY OF RENO FRIDAY MARCH 20, 1998

CATEGORY 1 (THROUGH FREIGHT TRAIN MOVEMENTS)

EASTWARD: TRAIN ID	RENO(EST)	WESTWARD: TRAIN ID	RENO(EST)
2MSTNPB-18	12:50 AM	1GUPBK-14	7:10 PM
1MSTNPB-19	7:50 AM	1ZG1OA-18	3:05 PM
1AOAKS-19	9:50 AM	1AKSBE-17	5:20 PM
1GTZUP-18	10:20 AM		
1AOAKS-19	1:30 PM		
1ZOACH-20	1:00 PM		

EAST TRAINS:	WEST TRAINS:	
TOTAL FREIGHT TRAINS:	WEST TRAINS.	

PSGR TRAINS:(#6 RENO 1705, REMEK-20 16:41) PSGR TRAINS: (#5 RENO 1144 AM) YARD ENGINES:	1 0
HELPERS:	
LITE ENGINE:	
WORK TRAINS:	0
SNOW EQUIPMENT:	0
DETOUR TRAINS:	c
SWITCH	•
TOTAL:	

VS TRAIN MOVEMENT ACTIVITY THROUGH CITY OF RENO SATURDAY MARCH 21, 1998

CATEGORY 1 (THROUGH FREIGHT TRAIN MOVEMENTS)

EASTWARD: TRAIN ID	RENO(EST)	WESTWARD: TRAIN ID	RENO(EST)
1AOAKD-20	8:05 AM	1MROSTB-19	8:55 PM
1ZOACH-21	12:40 PM	1GUPTJ-11	5:10 AM
1MRVROK-19	3:20 PM	1MNPSTB-17	2:15 PM
1MSTNPB-21	3:40 PM	1AKSBE-18	2:05 PM
		1ZG1OA-19	18:00

EAST TRAINS:	• 55 5 5 5 5 5	WEST TRAINS:	5
TOTAL FREIGHT TRAINS:	•		

PSGR TRAINS: (#6 RENO 0525 PM)	1	
PSGR TRAINS: (#5 RENO 1035 AM)	1	
YARD ENGINES:	0	
HELPERS:		
HELF ENG.		
LITE ENGINE:	0	
	•	
WORK TRAINS:		
SNOW EQUIPMENT:	0	
DETOUR TRAINS:		
SWITCH	2	
TOTAL:		

TRAIN MOVEMENT ACTIVITY THROUGH CITY OF RENO SUDNAY MARCH 22, 1996

CATEGORY 1 (THROUGH FREIGHT TRAIN MOVEMENTS)

EASTWARD: TRAIN ID	RENO(EST)	WESTWARD: TRAIN ID	RENO(EST)
1AOAKS-21	5:45 AM	1MROSTB-20	3:40 AM
1CRIGV-20	10:05 AM	1MNPSTB-18	6:05 AM
1ZOACH-22	11:40 AM	1PSKEM-22	10:35 AM
2MSTNPB-20	2:35 PM	1GUPTJ-16	12:40 PM
		1ZG1OA-20	7:55 PM
		1MROSTB-21	10:00 PM

EAST TRAINS:	•	WEST TRAINS:	6
TOTAL FREIGHT TRAINS:	10		

CATEGORY 2: (LITE ENGINE, WORK TRAINS, YARD ENG, HELPER, SNOW EQUIPMENT, LOCALS ETC):

PSGR TRAINS: (#6 RENO 0500 PM) PSGR TRAINS: (#5 RENO 1154 AM) YARD ENGINES:	;
HELPERS:	•
LITE ENGINE:	•
WORK TRAINS:	•
SNOW EQUIPMENT:	•
DETOUR TRAINS:	
SWITCH	

TRAIN MOVEMENT ACTIVITY THROUGH CITY OF RENO MONDAY MARCH 23, 1988

CATEGORY 1 (THROUGH FREIGHT TRAIN MOVEMENTS)

EASTWARD: TRAIN ID	RENO(EST)	WESTWARD: TRAIN ID	RENO(EST)
1MOARO-21	1:35 AM	1ZG1OA-21	4:30 PM
1AOAKS-22	7:35 AM	1AKSBE-20	5:40 PM
1MRVRO-20	12:50 AM	1MNPSTB-19	8:55 PM
1MRVRO-21	C:30 AM		

TART TRAINS.	WEST TRAINS:	3
EAST TRAINS: 4		

CATEGORY 2: (LITE ENGINE, WORK TRAINS,	, YARD ENG, HELPER, SNOV	Y EQUIPMENT, LOCALS ET	4
PSGR TRAINS: (#6 RENO 0710 PM) PSGR TRAINS: (#5 RENO 1033 AM) YARD ENGINES:	1		
HELPERS:	•		
LITE ENGINE:	•		
WORK TRAINS:	•		
SNOW EQUIPMENT:	•		
DETOUR TRAINS:	•		
SWITCH	•		
TOTAL:	2		

TRAIN MOVEMENT ACTIVITY THROUGH CITY OF RENO TUESDAY MARCH 24, 1986

CATEGORY : (THROUGH FREIGHT TRAIN MOVEMENTS)

EASTWARD: TRAIN ID	RENO(EST)	WESTWARD: TRAIN ID	RENO(EST)
1AOAKS-23	9:50 AM	1MROSTB-21	4:40 AM
1MRVRO-22	1:40 PM	1AKSBE-21	7:35 AM
1ZOACH-24	11:40 AM	1MNPSTB-20	1:30 PM
1GBKOG-23	4:20 PM	1GUPTJ-18	7:20 PM
		1ZG1OA-22	4:45 PM
		2AKSBE-21	7:40 PM
		1MNPSTB-21	9:40 PM

EAST TRAINS:		WEST TRAINS:	7
TOTAL FREIGHT TRAINS:	11		

CATEGORY 2: (LITE ENGINE, WORK TRAINS	, YARD ENG, HELPER, SNOW EQUIPMENT, LOCALS ETC):
PSGR TRAINS: (#6 REHO 0456 PM) PSGR TRAINS: (#5 RENO 0107 AM) YARD ENGINES:	:
HELPERS:	•
LITE ENGINE:	•
WORK TRAINS:	
SNOW EQUIPMENT:	•
DETOUR TRAINS:	•
SWITCH	
TOTAL:	-2