

AGREEMENT

**between
UNION PACIFIC RAILROAD COMPANY-EASTERN DISTRICT
and
BROTHERHOOD OF LOCOMOTIVE ENGINEERS**

DOGATCHING CHEYENNE.- RAWLINS INTERDIVISIONAL ENGINEERS

Section 1. Dogcatching of westbound engineers between Cheyenne and Rawlins will be performed as follows:

- A. By an available westbound engineer dead-heading in interdivisional service.
- B. When no engineer is available in accordance with paragraph A of this Section 1, westbound interdivisional crews from Cheyenne will be called to dogcatch westbound trains dying between Cheyenne and to and including Rock River. If the westbound train dies west of Rock River, the first-out inter-divisional crew at Rawlins will be used to dogcatch such train.
- C. An interdivisional engineer from Rawlins used to dogcatch in accordance with paragraph B of this Section 1 -
 1. Will be compensated on basis of actual service performed with a minimum allowance of one way district miles.
 2. Will be placed first-out after becoming fully rested unless used in accordance with Paragraph 3.
 3. At the discretion of the train dispatcher, such engineers may be called immediately for a trip Rawlins to Cheyenne, or may be held for a four-hour period to provide a break in time or may be held until fully rested before being called for the return trip. Such engineer, upon arrival at Cheyenne, will be placed on the board as if he had received eight hours rest at Rawlins.
 4. Will not be used for a second dogcatch or other turnaround service out of Rawlins if other engineers are available.
 5. Will, if used to dogcatch a westbound train east of Rock River, be allowed district round trip miles.

Section 2. Dogcatching of eastbound engineers between Rawlins and Cheyenne will be performed as follows:

A. By an available eastbound engineer dead-heading in interdivisional service.

B. When no engineer is available in accordance with paragraph A of this Section 2, dog-catching of an eastbound train dying west of Rock River will be performed by the first-out interdivisional engineer at Rawlins. If the eastbound train dies at Rock River or east of Rock River, a Cheyenne extra board engineer will be called to dogcatch the train.

Section 3. Interdivisional engineers used at Rawlins to dogcatch non-interdivisional engineers will be compensated on the basis of actual service performed with a minimum of one way district miles. If this engineer is required to perform any of the road work of the engineer being relieved, such engineer will be allowed an additional 100 miles.

Section 4. Engineers in Cheyenne-Rawlins Interdivisional Service used to dogcatch engineers in Cheyenne-Hanna Interdivisional Service other than as provided for in paragraph A of Section 1 or 2 above will be allowed a penalty of 50 miles.

Section 5. This agreement supersedes agreements dated June 14, 1978, August 30, 1978 and March 4, 1981.

Section 6. This agreement will be effective September 1, 1982 and will terminate ten days after written notice is served by either party upon the other.

Dated at Omaha, Nebraska, this 9th day of August, 1982.

**FOR THE BROTHERHOOD OF
LOCOMOTIVE ENGINEERS:**

 /s/ E.G. Becker
General Chairman

**FOR THE UNION PACIFIC
RAILROAD COMPANY:**

 /s/ J.E. Trummer
Director of Labor Relations