

AGREEMENT  
Between  
BURLINGTON NORTHERN INC.  
And  
UNITED TRANSPORTATION UNION (C)(T)(S)

In full and final settlement of the Carrier's Section 6 notices dated June 13, 1977, as they pertain to the consist of crews in road and yard service:

IT IS AGREED:

The consist of all road freight and yard crews, except as otherwise provided in this Agreement, shall be not less than a conductor (foreman) and two brakemen (helpers). Such crews will hereinafter be referred to as standard crews.

Article 1. The reduction of road freight service brakeman or yard brakeman (helper) positions from any crew shall be made solely on a pure attrition basis, i.e., no road freight brakeman or yard helper position available to a protected employe under schedule rules will be blanked, nor will a protected employe be furloughed or remain on furlough as long as a reduced crew is operating on his subdivided seniority district, except under certain conditions hereinafter provided.

NOTE No. 1 - For purposes of this agreement, "subdivided seniority district" means a seniority district subdivided based on source of supply for protecting service on a portion of a seniority district.

NOTE No. 2 - A protected employe will not be required to protect must-fill jobs outside the subdivided seniority district in which currently working.

Article 2. (a) "Protected employes" under terms of this Agreement means all employes of the Carrier who have rendered prior compensated service under the collective bargaining agreements between the parties hereto and retain an employment relationship (including those on furlough or leave of absence) on the effective date of this Agreement, and any employes in a discharged status who are subsequently returned to service with seniority.