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MEMORANDUM OF AGREEMENT
Between
BURLINGTON NORTHERN RAILROAD COMPANY
And
UNITED TRANSPORTATION UNION (C&T)

IT IS AGREED:

Under the provisions of Article XII, Section 2 of the National Mediation Agreement A-8830, dated January 27, 1972, intraseniority district service for trainmen (i.e., conductors and brakemen) may be established to work (and/or deadhead) in unassigned through freight service between (both directions) Lincoln, Nebraska and Kansas City, Missouri, (1) via Table Rock, Nebraska and Hickman, Nebraska, (2) via Pacific Junction Iowa and Louisville, Nebraska, or (3) via Pacific Junction, Omaha and Gretna, Nebraska, at Carrier's option, through St. Joseph, Napier, Pacific Junction, and/or Omaha, subject to the following provisions:

Section 1

A pool of crews to protect this service, hereinafter referred to as the "long pool," will be established and maintained at both Lincoln and Kansas City. Omaha and Wymore Prior Rights Districts trainmen will have preference to the Lincoln (home terminal) long pool: Kansas City shall be their away-from-home terminal. St. Joseph Prior Rights District trainmen will have preference to the Kansas City (home terminal) long pool: Lincoln shall be their away-from-home terminal. St. Joseph, Napier, Pacific Junction and Omaha shall not be terminals for trainmen working or deadheading in this intraseniority district service and the terminal release rule shall not apply to them at these points.

Section 2

The long pool to be established and maintained at both home terminals shall be sufficient to protect the service in the manner prescribed hereinafter, with the understanding that the total number of crews in this long pool will be adjusted on the following basis:

- (1) This freight service pool shall be regulated on the basis of assigning a sufficient number of crews so they will average between 3,400 and