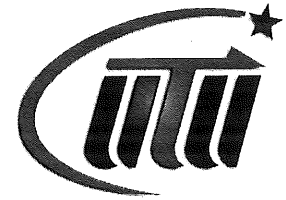


united transportation union
Burlington Northern & Santa Fe Railway General Committee of Adjustment GO-245



K.E. Trauernicht, 1st Vice Chairman
J.A. Scott, 2nd Vice Chairman
S.M. Waller, 3rd Vice Chairman

8250 West 80th Avenue
The Meadows Centre, Units 7&8
Arvada, Colorado 80005
Phone: (303) 420-1848
December 3, 2010

R.C. Taylor, 4th Vice Chairman
S.M. Waller, Secretary

Mr. J.B. Wright
RVP - Central Corridor
BNSF Railway Company
P.O. Box 961034
Fort Worth, TX 76161-0034

RE: MCO/Crew Issues

Dear Sir,

Late last night, I received a telephone call from UTU Local Chairman K.J. Preiss, Alliance, NE, advising that BNSF had just paper deadheaded three (3) vacant pool turns from Alliance, NE to Ravenna, NE while there were ten (10) rested conductors on the extra board. While following up with both the Division and the NOC regarding this matter, Mr. Preiss was then confronted with information that seven (7) more pool turns were paper deadheaded this morning in this pool while eight (8) conductors were rested on the extra board.

I have related to you previously my concerns regarding the cavalier manner in which the MCO positions arbitrarily manipulate and disregard our longstanding and time-tested agreements in the name of manpower utilization; and I use the latter term loosely. I have also expressed my disbelief in which Crew still struggles to perform the simplest of tasks even though BNSF has invested an unbelievable amount of resources in technology and automation in this process.

While my opening paragraph only relates two recent issues at Alliance, NE, I can assure you that this is just one of numerous terminals, if not all, on this property that are experiencing the same mismanagement of crews and manpower. This office has attempted to patiently address each individual incident with little or no hopes of any long term resolution. At this point, however, the frequency and number of such abuses have manifest greatly and are serving to overwhelm both this office and our Local Chairmen. So much so, that many of the terminals on this property have simply become one large extra board, posing a serious safety threat to all operating employees.

Many of these concerns previously resulted in a response (not necessarily from you) that there was either a dire need at the time or that sharp practices by operating employees were driving a reduction in availability. While you may easily document that a select few of our operating employees may preoccupy their time with avoiding work opportunities, we have no doubt that they are in the minority and the vast majority of these employees continue to fulfill their full time obligation. Furthermore, it is our opinion that this seemingly continual lack of availability is

primarily influenced by poor and ill-conceived practices by both the NOC and Crew, coupled with the fact that all quality of life and equitable rest/cycle agreements have slowly been removed from our cache of tools for fatigue abatement.

These are the same adverse conditions and factors that were evident in the industry when the government was compelled to intervene with the Rail Safety And Improvement Act of 2008; legislation that realistically failed to serve neither the Carriers nor the employees.

I therefore respectfully request that you contact me at your earliest convenience to discuss these matters.

Sincerely,

A handwritten signature in black ink, appearing to read 'R.S. Knutson', with a long horizontal flourish extending to the right.

R.S. Knutson
General Chairman

cc: T.C. Albanese
D.L. Freeman
R.W. Lease
M.H. Siegele, Jr.
Local Chairmen GO-245