

## **Agreed Upon Implementation**

**Between**

**UNION PACIFIC RAILROAD COMPANY**

**And**

**THE BROTHERHOOD OF LOCOMOTIVE ENGINEERS & TRAINMEN**

**Southern Pacific Committee of Adjustment**

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The Carrier and the General Chairman have jointly selected the Roseville Hub to implement the work/rest scheduled established per the 2022 BLET National Agreement & PEB 250 Work Rules and the August 16, 2023 Agreed Upon Interpretation and Application of Articles V, VI & VII.

### **Board Definition**

- 1- The RV323 RE19/XE15, will be combined into one board established as the RV323 RE19. Engineers on days 1-10 of the work/rest cycle, as defined by Article 1, Section B (1a), will be used as prescribed in the agreement. Engineers on day 11, as defined in Article 1, Section B (1b), will be used as prescribed in the agreement. The RE19 will be the primary source of supply for any Hours-of-Service Relief/Turnaround service for trains called in the RE19 pool and newly established road vacancies working north of Roseville (to but not including Dunsmuir). When the RE19 is exhausted, engineers on the RE77 will be used to protect any work primarily protected by the RE19, followed by the RE01 and lastly the RE12, subject to conditions set forth in the January 27, 2025, Dispute Interpretation.
  
- 2- The RV323 RE77/XE15, will be combined into one board established as the RV323 RE77. Engineers on days 1-10 of the work/rest cycle, as defined by Article 1, Section B (1a), will be used as prescribed in the agreement. Engineers on day 11, as defined in Article 1, Section B (1b), will be used as prescribed in the agreement. The RE77 will be the primary source of supply for any Hours-of-Service Relief/Turnaround service for trains called in the RE77 pool and assigned road vacancies (current or new) working between Roseville to Sparks (but not including Sparks) and Roseville to Portola (but not including Portola), including the current job on the AE17 (LRR62-Rocklin Rocket). When the RE77 is exhausted, engineers on the RE19 will be used to protect any work primarily protected by the RE77, followed by the RE01 and lastly the RE12, subject to conditions set forth in the January 27, 2025, Dispute Interpretation.

- 3- The RV323 RE01/XE10, will be combined into one board established as the RV323 RE01. Engineers on days 1-10 of the work/rest cycle, as defined by Article 1, Section B (1a), will be used as prescribed in the agreement. Engineers on day 11, as defined in Article 1, Section B (1b), will be used as prescribed in the agreement. The RE01 will be the primary source of supply for any Hours-of-Service Relief/Turnaround service for trains called in the RE01 and newly assigned road vacancies working south out of Roseville (to but not including Bakersfield). When the RE01 is exhausted, engineers on the RE12 will be used to protect any work primarily protected by the RE01, followed by the RE77 and lastly the RE19, subject to conditions set forth in the January 27, 2025, Dispute Interpretation.
  
- 4- The RV323 RE12/XE10, will be combined into one board established as the RV323 RE12. Engineers on days 1-10 of the work/rest cycle, as defined by Article 1, Section B (1a), will be used as prescribed in the agreement. Engineers on day 11, as defined in Article 1, Section B (1b), will be used as prescribed in the agreement. The RE12 will be the primary source of supply for any Hours-of-Service Relief/Turnaround service for trains in the RE12 pool and assigned road vacancies (current or new) west of Roseville, including the current job on the AE16 (Folsom local). When the RE12 is exhausted, engineers on the RE01 will be used to protect any work primarily protected by the RE12, followed by the RE77 and lastly the RE19, subject to conditions set forth in the January 27, 2025, Dispute Interpretation.
  
- 5- The primary source of supply for yard vacancies at Roseville will be the RE19, followed by RE12, RE01, RE77
  
- 6- The RV185 RE44/XE40, will be combined into one board established as the RV185 RE44. Engineers on days 1-10 of the work/rest cycle, as defined by Article 1, Section B (1a), will be used as prescribed in the agreement. Engineers on day 11, as defined in Article 1, Section B (1b), will be used as prescribed in the agreement. The RE44 will be the primary source of supply for any Hours-of-Service Relief/Turnaround service for trains in the RE44 east of Sparks and assigned road vacancies (current or new) working east of Sparks, including those currently on the AE40 and AE41. When the RE44 is exhausted, engineers on the RE45 will be used to protect any work primarily protected by the RE44, subject to conditions set forth in the January 27, 2025, Dispute Interpretation.
  
- 7- The RV185 RE45/XE40, will be combined into one board established as the RV185 RE45. Engineers on days 1-10 of the work/rest cycle, as defined by Article 1, Section B (1a), will be used as prescribed in the agreement. Engineers on day 11, as defined in Article 1, Section B (1b), will be used as prescribed in

the agreement. The RE45 will be the primary source of supply for any Hours-of-Service Relief/Turnaround service for trains in the RE45 west of Sparks and assigned road vacancies (current or new) working west of Sparks, including all yard vacancies. When the RE45 is exhausted, engineers on the RE44 will be used to protect any work primarily protected by the RE45, subject to conditions set forth in the January 27, 2025, Dispute Interpretation.

- 8- The JQ181 RE26/XE20, will be combined into one board established as the JQ181 RE26. Engineers on days 1-10 of the work/rest cycle, as defined by Article 1, Section B (1a), will be used as prescribed in the agreement. Engineers on day 11, as defined in Article 1, Section B (1b), will be used as prescribed in the agreement. The RE26 will be the primary source of supply for any Hours-of-Service Relief/Turnaround service for trains in the RE26 pool working south from Bakersfield (to Hivolt and Palmdale) and north from West Colton/Los Angeles to Bakersfield and assigned road vacancies (current or new) working between Bakersfield and West Colton/Los Angeles (but not including Mojave). When the RE26 is exhausted, engineers on the RE27 will be used to protect any work primarily protected by the RE26, subject to conditions set forth in the January 27, 2025, Dispute Interpretation.
- 9- The JQ181 RE27/XE20, will be combined into one board established as the JQ181 RE27. Engineers on days 1-10 of the work/rest cycle, as defined by Article 1, Section B (1a), will be used as prescribed in the agreement. Engineers on day 11, as defined in Article 1, Section B (1b), will be used as prescribed in the agreement. The RE27 will be the primary source of supply for any Hours-of-Service Relief/Turnaround service for trains in the RE27 pool working north from Bakersfield, working south from Fresno to Bakersfield, working south to Yermo (to BNSF Barstow), working north from Yermo to Bakersfield and assigned road vacancies (currently the LRP96 and MBKBK or new) working between Bakersfield and Fresno (but not including Fresno). When the RE27 is exhausted, engineers on the RE26 will be used to protect any work primarily protected by the RE27, subject to the conditions set forth in the January 27, 2025, Dispute Interpretation.
- 10-The OZ209 RE34/XE30, will be combined into one board established as the OZ209 RE34. Engineers on days 1-10 of the work/rest cycle, as defined by Article 1, Section B (1a), will be used as prescribed in the agreement. Engineers on day 11, as defined in Article 1, Section B (1b), will be used as prescribed in the agreement. The RE34 will be the primary source of supply for any Hours-of-Service Relief/Turnaround service and assigned road vacancies (current or new), including Klamath Falls (AE30) and Redding (AE30 and AE31), subject to conditions set forth in the January 27, 2025, Dispute Interpretation.

11-The stand-alone extra boards at Winnemucca (UX426), Stockton (PX862), Watsonville (CO092), Fresno (JQ292), Mojave (JQ113), San Luis Obispo (CO242), Portola (PX637) and Oakland (PX949), will continue to protect the work as they do today and the boards will be implemented on a 6/2 work schedule, subject to the conditions set forth in the January 27, 2025, Dispute Interpretation.

**Note 1:** The boards established above will be operated on a first in/first out basis pursuant to Article 1, Section E (1).

**Note 2:** To facilitate the coverage of assigned vacancies the Carrier may create new board ID's for locals or yard jobs to ensure proper calling order.

**Note 3:** Nothing herein shall prevent the use of crews to perform work currently permitted by prevailing agreements, including but not limited to making multiple trips in turnaround service/hours of service relief in all directions out of a terminal where permitted in the BLET Roseville Hub Agreement and the BLET SPWL Schedule of Agreement.

**Note 4:** Established pools that are currently zeroed out will be discussed at such time service indicates the need to add engineers to those boards.

## **Implementation Plan- Roseville Hub**

Based upon our discussions this will be implemented in the following manner:

- By 2/25/2025 CMS will provide the Organization with the number of positions that will be assigned, including the number of positions in each work group.
- On 3/04/2025, the Organization will provide the Carrier with the list of senior bidders to each position.
- On 3/11/2025, all positions will be assigned.
- The Organization will handle all notifications during the implementation process.
- Any movement of vacation during this implementation period will be communicated to CMS by the Local Chairman the week prior to 3/11/2025.
- In order to facilitate the transition, trade turns, old heads and self-service seniority moves will be suspended on 3/04/2025 for all of the existing boards listed above.
- To further facilitate the transition mandatory 4/1 and/or 5/1 work/rest will begin three (3) days prior to the implementation date.
- Employees on-duty or at the AFHT who upon implementation would be observing rest days (days 11-15 of work/rest cycle) will not be entitled to any trespass time or extension of rest days.

The Local chairmen that represent the Roseville Hub will be allowed off two (2) days to gather bids/assign jobs. The Local chairmen will also be allowed two (2) days to handle implementation process. The Local chairmen will need to coordinate the time off with CMS.

In the event that technical or service issues are identified that will delay the implementation dates listed above the Director of Labor Relations will make notification to the General Chairman to make adjustments to the implementation dates as needed.

Any other issues that arise regarding the implementation will be discussed immediately between the General Chairman and the Director of Labor Relations so they can be handled in an expeditious manner.

For the Carrier:

Rebecca Cates

Rebecca Cates, Director Labor Relations

For the Organization

Brian Carr 02/24/2025

Brian Carr, General Chairman BLET