

MEMORANDUM OF AGREEMENT

between the

UNION PACIFIC RAILROAD

and the

BROTHERHOOD OF LOCOMOTIVE ENGINEERS and TRAINMEN

**Interdivisional Freight Service
between
Shreveport - Alexandria**

It is agreed the following terms and conditions shall apply to crews operating between Shreveport and Alexandria, Louisiana.

Article I – Operations

- A. Union Pacific may establish a separate freight pool for crews to operate and/or deadhead between Shreveport and Alexandria. The home terminal will be Shreveport. The away-from-home-terminals will be Alexandria.
- B. Engineers working in this pool may be used in a turnaround or straight-away basis between Shreveport and Alexandria. It is intended that the Shreveport extra board will be the primary source of supply for turnaround hours of service relief of trains headed to Shreveport from either Livonia or Alexandria.

NOTE: Nothing in the above Article I (B) prevents the use of other crews to perform work currently permitted by prevailing agreements, including, but not limited to yard crews performing hours-of-service relief within road/ yard zone(s), pool crews performing through freight combined service/ deadheads between terminals, road switchers handling trains within their zones and using an engineer from a following train to work a preceding train.

- C.. While the parties intend for this pool to be the primary source of supply for trains operating between Shreveport and Alexandria, nothing herein shall preclude the Carrier from utilizing pre-existing pools and/or protecting extra boards to handle traffic between Shreveport and Alexandria should this pool be unavailable.

- D. The terms and conditions contained in the Longview Hub Implementing Agreement shall apply to engineers operating and/or deadheading between Shreveport and Alexandria, except as modified herein.

Article II - Rates of Pay/Miles Run

- A. The basic day, rates of pay and other operating conditions for employees engaged in interdivisional service will be governed by the applicable Local and National Agreements, except as modified herein.
- B. Engineers working in this pool who are deadheaded separate and apart from service between Shreveport and Alexandria will be paid in accordance with Article VI, Section 2(a) of the May 19, 1986 BLE National Agreement.
- C. Regarding overmile rate and meals enroute, engineers working in this pool will be governed by Article V, Section B (5), of the Longview Hub Implementing Agreement as it applies to the Shreveport-Livonia pool.
- D. A trip rate will be developed for this new pool service within six (6) months of implementation of this agreement.

Article III - Implementation

The Carrier shall give the General Chairmen no less than five (5) days' written notice of its desire to implement this Agreement.

Article V - General

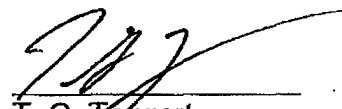
- A. This Agreement is made without prejudice to the position of either party, and will not be referred to in connection with any other case, agreement (local or national) or dispute resolution.
- B. In the event the provisions of this Agreement conflict with any other agreements, understandings or practices, the provisions of this Agreement will apply.

Signed this 15 day of May, 2013.

**FOR BROTHERHOOD OF
LOCOMOTIVE ENGINEERS AND TRAINMEN**


Warren Dent
General Chairman BLET

**FOR THE UNION PACIFIC
RAILROAD COMPANY:**


T. G. Taggart
Director Labor Relations