

# MILEAGE AJUSTMENT FOR 6th AND 7th ID RUNS

February 8, 1993

Mr. H. A. Moseley, General Chairman  
Brotherhood of Locomotive Engineers  
Route 1, Box 106  
Coushatta, Louisiana 71019

Dear Sir:

In conference with you and BLE Vice President E. L. Hayden at Kansas City, Missouri on February 2, 1993, we discussed, at length, Article 70(b) of the Agreement and the Organization's desire to increase the number of miles (currently 3200-3800) used to regulate the number of engineers in pool freight service. While not being unsympathetic with the Organization's concerns over the increase in the basic day miles, as applied to the regulation of pool freight engineers, we expressed our concern over the possible adverse affects such an increase would have on the Carrier. Because of these concerns, we were unwilling to increase the mileage used in the regulation of pool freight engineers on a system wide basis, but did agree to increase the regulation mileage on the Sixth & Seventh Subdivisions only (because it is a single seniority district on which there is intradivisional service) for a one (1) year trial period beginning March 1, 1993 and ending February 28, 1994. Additionally, because the increase in regulation mileage during this period might result in a reduction of the number of pool freight engineers on the Sixth Subdivision, thereby increasing in the number of engineers on the Sixth Subdivision extra board, we also agree to increase the daily guarantee on this extra board during the one (1) year trial period.

In connection with this one (1) year trial period, it was agreed that:

- 1) The provisions contained herein apply **ONLY** to the Sixth & Seventh Subdivision pool freight engineers and the Sixth Subdivision engineer's guaranteed extra board at Shreveport, and they apply only to the period March 1, 1993 through February 28, 1994;
- 2) The mileage specified in Article 70 (b) of the Agreement, which is used to regulate the number of pool engineer assignments, is increased from 3200-3800 to 4000-4600 and, further, that only actual miles run and miles deadheaded will be counted when determining the number of engineers to be assigned to pool freight service (i.e., held-away-from-home miles and arbitrary miles will not be counted);
- 3) Engineers assigned to the Sixth Subdivision extra board at Shreveport, established under the provisions of Side Letter No. 20 to Award of Arbitration Board No. 458, will continue to be guaranteed three thousand (3000) miles per month. The guarantee rate of pay will be increased to the basic yard rate of pay (with reserve engineer) for this one (1) year trial period. At the end of this trial period (March 1, 1994) the guarantee rate of pay for this extra board will revert back to the basic through freight rate of pay as provided for in Side Letter No. 20.
- 4) While it is the intent of the parties to apply the provisions contained herein for a period of one (1) year, this letter of understanding may be canceled by mutual agreement of the parties at anytime prior to the expiration of the one (1) year period.
- 5) All references herein to the masculine gender are for convenience only and apply equally to the feminine gender.
- 6) The provisions of this Agreement supersede any Agreement rule(s) with which they may

conflict during the specified trial period.

If the information contained herein correct reflects our understanding in this matter, please sign in the space provided below and return to me as soon as possible.

truly,

*Comstock*

Comstock

President-Administration

Yours very

*R. W.*

R. W.

Senior Vice-

The information contained herein correctly reflects our understanding:

*H. A. Moseley*

H. A. Moseley, General Chairman  
Brotherhood of Locomotive Engineers