



GENERAL COMMITTEE OF ADJUSTMENT

united transportation union

UNION PACIFIC RAILROAD COMPANY
(Former C&NW Railway Co.)

307 W. LAYTON AVE.
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CIRCULAR LETTER NO. 4

July 31, 2009

TO ALL LOCAL CHAIRPERSONS:

Dear Sirs and Brothers:

As an ongoing process - in the General Chairman's office, we send out Circular Letters as circumstances dictate in regard to issues that are of importance to all of our Membership. We are requesting that you read these documents at your Union Meetings for the Membership's benefit and also place them on bulletin boards for those Members who cannot attend the Union Meeting. Incorporated below are issues of importance for our Membership.

◆ Rail Safety Improvement Act :

The hours-of-service changes contained in the Rail Safety Improvement Act of 2008 became effective on July 16, 2009, for rail operating employees (passenger and commuter employees on October 16, 2011), and for signal employees. The changes to hours-of-service regulations include:

-minimum rest period of ten hours uninterrupted; if previous tour of duty exceeds twelve hours, additional rest equal to the time spent on duty in excess of twelve hours;

-minimum of ten consecutive hours off duty during the preceding twenty-four hours;

-maximum of 276 hours on duty in a calendar month, including any time spent in "mandatory service" for the carrier (defined as "those activities that the railroad not only requires the employee to perform but also requires the employee to complete immediately or to report at an assigned time and place to complete, without any discretion in scheduling on the part of the employee");

-maximum of forty hours limbo time in a calendar month (reduced to thirty hours on October 16, 2009);

-an employee who initiates an on duty period each day for six consecutive calendar days, must have a minimum of forty-eight hours rest at the home terminal, except, if the sixth consecutive start concludes at the away-from-home terminal, the employee may work or deadhead to the home terminal on the seventh day, and must then observe seventy-two hours rest;

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-2-

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The specific regulatory language and the interpretations placed thereon by the FRA have been previously distributed, and will not be repeated here.

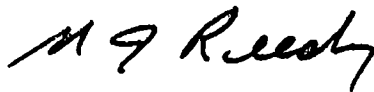
The carrier has given notice on their web site (in Hours-of-Service-Frequently asked questions) of their intent to utilize the provisions of the Rail Safety Improvement Act to attack the collective bargaining provisions regarding guarantees. Specifically, the carrier intends to consider the mandatory rest required after six/seven consecutive day starts, or after reaching 276 hours within a calendar month, as "unavailable" time, and as an occurrence toward forfeiture of guarantee.

It will be most important that the members maintain precise records regarding their hours worked, board placements, and calling sequences. In addition to individual work histories, translogs/snapshots of pools and or extra boards should be kept. Every employee submitting a claim or grievance must authorize the local chairperson to access their payroll data, or supply precise and complete pay records.

If you receive grievances from employees contact this office for instruction on the drafting of the appeal, which must be specific to the location, assignment, and type of payment claimed.

Trusting this information will aid you in keeping our Membership informed of issues confronting us and with best personal wishes, I remain

Fraternally yours,



Michael J. Reedy
General Chairman, G.C.A.

MJR:jg

cc: M. B. Futhey, Jr. President - UTU
A. Martin, III , Assistant President - UTU
K. N. Thompson, III - General Secretary/Treasurer - UTU