SMART TRANSPORTATION DIVISION
Local Committee of Adjustment No. \_\_\_\_\_

\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

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Date: \_\_\_\_\_\_\_\_\_\_\_\_

File:\_\_\_\_\_\_\_\_\_\_\_\_\_

Ms. Laci Kresha, AMLR

Union Pacific Railroad Co.

1400 Douglas St. STOP 0710

Omaha, NE 68179-0710

Dear Ms. Kresha:

We are appealing the claim(s) of

Conductor: \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_: ID No. \_\_\_\_\_\_\_\_\_\_\_\_\_\_

Brakeman: \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_: ID No. \_\_\_\_\_\_\_\_\_\_\_\_\_\_

For not allowing the 4-hour minimum payment for 25-mile zone time at Hearne, Texas on the Austin Sub. See claimant’s time slip No.\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_, dated \_\_\_\_\_\_\_\_\_\_\_\_\_, while working \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_. Declined by timekeeping as indicated on Claimant’s payroll printout. Declination file number is \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_, dated \_\_\_\_\_\_\_\_\_\_\_\_\_.

**Statement of Facts:**

Questions and Answers of both the Longview Hub Agreement and the DFW Hub Agreement state that the same terminal limits as used by yard crews in their road/yard zone, except at Hearne/Valley Jct, are measured from MP 93.6/100.9 at Valley Jct and MP 120.7/89.6/0.0 at Hearne.

**Position of Committee:**

Claim is based on the Longview Hub Agreement and the DFW Hub Agreement. Please see Question and Answer No. 32 (Page 32) of the DFW Hub Agreement and Article B (Paragraph 3, Page 4) of the Longview Hub Agreement.

You are respectfully requested to make an adjustment, allowing time and claimed or schedule same for conference advising.

 Sincerely,

 \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

 Local Chairman \_\_\_\_\_