



## BROTHERHOOD OF LOCOMOTIVE ENGINEERS

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SCOTT CITY, MO 63780



1863

GENERAL COMMITTEE OF ADJUSTMENT  
ST. LOUIS SOUTHWESTERN RAILWAY LINES  
D.E. THOMPSON, CHAIRMAN  
414 MISSOURI BOULEVARD  
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April 21, 2000

50-530-17

Dennis Duffy - Room 1206  
Executive Vice President/Operations  
Union Pacific Railroad Company  
1416 Dodge Street  
Omaha, NE 68179

Reference: Deadheading via trains, inhalation of diesel fumes, and/or overexposure to locomotive exhaust.

Dear Mr. Duffy:

Attached for your ready reference is a copy of BNSF memo regarding BNSF policy and instructions, which they have issued to their crew callers and dispatcher that no crews will be deadheaded via train. (Trailing units)

It would appear they have accepted or at least acknowledged the health problems that will result from inhalation of diesel fumes and overexposure to locomotive diesel exhaust.

As with BNSF, you can issue similar instructions as a crew utilization policy rather than the health and safety of the operating employee or can accept what you already know and issue the instructions as a Health Policy. Regardless of your decision, we are requesting the same protection.

Please advise your decision.

Sincerely,

D. E. Thompson

Attachment

cc: Ed Dubroski, President, BLE  
Gayla Fletcher, VP, UP  
All UP/BLE Divisions

UNION PACIFIC RAILROAD COMPANY

MAY 30 2000



Rene Orosco  
General Director  
Crew Management Services

Crew Management Services  
Woodmen Tower  
1416 Dodge St. - WT008  
Omaha, NE 68179

May 24, 2000

Mr. D. E. (Gene) Thompson  
General Chairman, BLE  
414 Missouri Boulevard  
Scott City, MO. 63780

Dear Gene,

Dennis Duffy has shared your letter of April 21, concerning the deadheading of our operating crews via trains.

I have attached our deadheading-on-train policy that has been in effect since September 9, 1997. I believe you will see that it alleviates any concerns you may have with this issue. Thank you again for your willingness to share your concerns.

Sincerely,

Attach.

Cc: Dennis Duffy,  
Dennis Jacobson  
Gayla Fletcher

# HDC POLICY: Deadheading On Trains

The following guidelines outline the revised policy for deadheading trainmen and enginemen on trains. For clarification, these revisions are based on unresolved issues and expense regarding the servicing of trailing units in locomotive consists. Every reasonable effort will be made to comply with this policy.

- 1) When Train and Crew Management personnel determine deadheading is necessary, the primary choice for transportation will be via premium trains. When called for deadhead service, crews will be notified of the transportation mode.

Exceptions: N. Little Rock - Mineola ID Pool  
Dupo - Memphis ID Pool

ID agreements for the above pools stipulate that terminal to terminal deadheading must be done via crew bus.

- 2) When Train and Crew Management personnel determine that timely crew positioning cannot be accomplished via deadheading on trains, company or contract crew buses will be used as the secondary transportation mode.
- 3) Primarily, lead units will be used to deadhead crews until further notice. Crew Balancers and/or Crew Dispatchers always check TCS to determine seat configuration of the lead unit. The lead unit should have sufficient seating to accommodate the working crew and the deadhead employee or employees, until trailing unit servicing issues are resolved.
- 4) When lead unit seating accommodations are insufficient to meet deadheading requirements, the Crew Balancer decides if excess deadhead employees can be transported on following trains. When use of following trains is not an option, crew buses will be used to transport crews. In this case and when practical, the maximum number of crews will be transported via bus.

09/9/97