

The following will apply to Asheville District Engineers who are protecting the Asheville to Linwood Pool hereafter referred to as AP Pool:

For the purpose of clarity, from this date forward, the engineers will be relieved upon being law caught or hours of service applying.

Law Caught Trains:

When hours of service apply, East bound trains between Asheville and Oyama will be relieved by the Asheville Engineers Extra Board and will be called as a made up crew. This crew will then dead head back to Asheville upon arrival.

When hours of service apply, East bound trains between Oyama and Linwood use rested first out crew at the away from home terminal and deliver one train only. Upon arrival, will dead head back to home terminal.

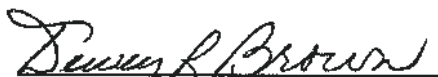
West Bound Trains:

From Majolica to Statesville, the first out crew, rested at the away from home terminal will be used. At any point west of Statesville to Asheville an extra board crew will be used. In the event that there is not a rested extra board crew, the first out crew at the away from home terminal may be used in an emergency situation.

Asheville to Catawba Trains:

This pool will hereafter be referred to as AC Pool. Extra board crew will be utilized when train runs from Asheville to Catawba and return to Asheville in originating or relief service. The exception to this rule is when to AC Pool is re-established due to frequency in freight and regular assigned jobs are required. If no extra board employees are available, the AC jobs will be run strictly off the decision table.

These guidelines for this Local Agreement are agreed to this date and may be cancelled upon written notice by either party.


Dewey R. Brown
BLET Local Chairman
Local 267


Mike W. Fields
Trainmaster-Asheville

Dated: February 9, 2009