

MEMORANDUM OF AGREEMENT

between

BURLINGTON NORTHERN SANTA FE RAILWAY COMPANY

and

THE BROTHERHOOD OF LOCOMOTIVE ENGINEERS AND TRAINMEN

Pursuant to the Carrier's notice dated February 3, 2006 to extend the present switching limits at Lincoln, Nebraska in accordance with Article II of the May 13, 1971 BLE National Agreement, the parties agree to the following conditions:

<u>Present General Switching Limits</u>	<u>New General Switching Limits</u>
Ravenna Subdivision - MP 4.82	Ravenna Subdivision - MP 7
Hastings Subdivision - Frt - MP 5	Hastings Subdivision - Frt - MP 5
“ “ Psgr. - MP 60.92	“ “ Psgr. - MP 64
St. Joseph Subdivision - MP 206.2	St. Joseph Subdivision - MP 201
Creston Subdivision - MP 53.59	Creston Subdivision - MP 53

1. Each yard crew assignment will have a specified on and off duty point within the confines of the consolidated terminal. The designated on and off duty point will not be changed without 48 hours advanced written notice.
 - a) When an engineer is required to report for duty or relieved from duty at a point other than the fixed on and off duty point, the Carrier shall provide transportation for the engineer.
 - b) Suitable transportation includes Carrier owned or provided passenger-carrying motor vehicles or taxi.
2. The utilization of yard engineers to perform Hours of Service Relief and service to customers in road territory will continue to be measured from the switching limits as they existed on July 26, 1978, except by mutual agreement.
3. Engineers in road service will continue to operate in the same manner; however, they will now be able to get or leave their trains at any location within the new limits of the terminal with the additional mileage added to their trip or overtime payable, if greater, once they have exceeded a basic day.
4. Engineers will receive their existing pool mileage, plus any terminal lite miles for which they qualify.
5. This understanding, except as specifically stated herein, will not serve to modify, amend, nor otherwise supersede any applicable schedule rule or agreement.

BLET 3-13-06

- 1 -

BLET 3-13-06

- 1 -

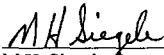
6. This Agreement and the Side Letter will become null and void in the event the new switching limits cited herein are extended as the result of a future notice and/or consolidation.
7. This understanding will become effective on May 4, 2006, and will remain in effect subject to cancellation under the provisions of the Railway Labor Act, superseding any provisions of previous agreements to the contrary.

The Brotherhood of Locomotive
Engineers and Trainmen:




General Chairman BLET

Burlington Northern Santa Fe Railway Company:



M.H. Siegel, Jr.
AVP Labor Relations



R. L. Luther
General Director Labor Relations

BLET 3-13-06

- 2 -

BLET 3-13-06

- 2 -



Milton H. Siegele
Assistant Vice President
Labor Relations

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March 13, 2006

File: Lincoln, Nebraska
Extension General Switching Limits

Mr. D. R. Pierce
General Chairman BLET
801 Cherry St., Suite 1010
Fort Worth, TX 76102

Dear Mr. Pierce:

Reference to Carrier's notice dated February 3, 2006, proposing to extend the general switching limits at Lincoln, Nebraska pursuant to the provisions of Article II of the May 13, 1971 BLE National Agreement.

On March 7, 2006, we met in Lincoln, Nebraska to discuss the Carrier's intent to extend the general switching limits at Lincoln pursuant to the provisions contained in the 1971 BLE National Agreement. The reasons for this extension of general switching limits were to expedite movement of our increased coal traffic, setout and handle bad order cars from various trains, stage trains, maximize our operational efficiencies, and service our customers better within the Lincoln area.

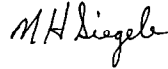
In our discussions on March 7, 2006, the parties agreed that in lieu of extending the general switching limits on the Ravenna Subdivision to MP 9 as proposed, the switching limits will extend to MP 7; but, the following will apply regarding the utilization of road and yard crews in road territory without any additional compensation or penalty:

BLET 3-13-06

1. Switch engines may operate between the new limits of MP 7 and MP 9 to pick-up and/or deliver bad order cars, repaired cars, or coal train fill cars at Emerald as though covered under the Road/Yard Service Zone.

If the foregoing correctly describes our understanding, please signify your concurrence in the space provided below.

Sincerely,



Accepted:



D. R. Pierce
General Chairman BLET

BLET 3-13-06