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Mr. Pat Williams, GC  
BLET

Mr. A. G. Morrison, GC  
BLET

Gentlemen:

This letter will serve to confirm our recent discussions about the handling of short service—trains that do not make terminal-to-terminal (Denver – La Junta; Amarillo – Trinidad; and Trinidad – Denver) movements on the coal loop lines but instead originate or terminate at points between those terminals.

Due to its incompleteness and problems with its application, we have agreed to the elimination of the August 27, 2003 letter agreement. Instead, existing short service will be handled as, and by the forces specified in the attachment to this letter. Additionally, we have agreed that any other short service that develops subsequently will be handled in line with the principles established by the attachment.

This agreement will remain in effect until changed, or so long as operations under the Denver – La Junta – Trinidad and La Junta – Amarillo – Trinidad interdivisional Memorandums of Agreement continue. Please indicate your acceptance of these understandings by signing this letter.

Sincerely,

Accepted:

General Chairman – BLET

General Chairman – BLET

## ATTACHMENT

### Northbound Trains:

To be handled by the Denver extra list (or a Denver-based short pool):

Trains originating at Pueblo destined north

Any trains at Pueblo destined north that ran against the directional flow between La Junta and Pueblo

To be handled by the Denver extra list (or a Denver-based short pool) or by a coal loop pool crew at Trinidad:

Trains from originating at GCC destined north (if the switching limits at Pueblo are extended to include GCC)

To be handled by a coal loop pool crew at Trinidad:

Empty Comanche train destined north

Kelker trains coming from the south

Trains originating at GCC destined north\* (unless and until switching limits at Pueblo are extended to include GCC)

Empty cement trains terminating at GCC

Loaded coal trains (from the south) terminating at GCC

To be handled by the Trinidad extra list:

Box and Kingmill empties

SLAPUE

Empty rail trains terminating at Pueblo

### Southbound Trains:

To be handled by the Denver extra list (or a Denver-based short pool):

Any trains destined or terminating between Denver and Pueblo

or in the Pueblo switching limits

To be handled by a coal loop pool crew at Denver:

Loaded Comanche train

Trains from the north terminating at GCC\* (unless and until switching limits at Pueblo are extended to include GCC, then Denver extra list could be utilized)

For Kelker trains, the extra list out of Denver will make up train and advance it to Pueblo. Then, either a Coal loop pool crew can advance it from Pueblo to La Junta or an extra list (12 &30) out of La Junta could advance it.

Trains originating at GCC destined via La Junta south will be made up using a yard crew at Pueblo then advanced with La Junta extra list (board 6 out of Pueblo, 8 out of La Junta).

To be handled by a coal loop pool crew at La Junta:

Trains terminating at points short of Amarillo

For trains for the south originating at Etter:

The first out loop pool crew at La Junta may be transported to Etter to bring the train to Amarillo, or a through freight crew, called from Amarillo SF extra boards 12 and 32, may be transported to Etter to take a southbound train from Etter to Amarillo.

\*When a pool crew handles a train into or out of GCC, they will receive 10 additional miles at the applicable through freight rate, separate from the trip (to be claimed as Code MS)