

Exhibit 1

UNION PACIFIC RAILROAD COMPANY

ALFRED R. ORRICK
General Superintendent

MARK S. FRANKLIN
Director Transportation Services

KIM CUTRER
Manager Administration



5701 W. Vickery Blvd.
Fort Worth, Texas 76107
Tele (817) 878-4547
Fax (817) 878-4640

October 24, 2000

CERTIFIED MAIL
7000 0600 0024 0537 3874

Mr. W. R. Slone
5537 Greenview Ct.
Fort Worth, TX 76148-4030

SS# 453-78-5740
Engineer

Dear Mr. Slone:

Please report to the General Superintendent's Conference Room at 200 Crest Building, Centennial Yard, 5701 W. Vickery Blvd., Fort Worth, Texas on Wednesday, November 1, 2000, at 1:00 P.M., for an investigation and hearing to develop the facts and determine individual responsibility, if any, in connection with your allegedly operating your train between switches at Sweetwater, Texas without main track authority at approximately 7:50 A.M., October 18, 2000, while working as a locomotive engineer on the MTUFW-17, Baird Subdivision, indicating a possible violation of General Code of Operating Rules, effective April 2, 2000.

Please be advised this investigation and hearing to develop the facts and determine your responsibility, if any, will also satisfy the procedural requirements as specified by the Federal Railroad Administration in 49 CFR Part 240, qualification and certification of locomotive engineers. Depending on the results of this investigation and hearing, your qualification requirements for the position of locomotive engineer may be affected.

According to the Union Pacific Discipline Policy, the proposed discipline for this alleged violation may result in a level 4 discipline being assessed. Should you desire a conference/waiver you may contact me at 817/878-4407.

This investigation will be conducted in conformity with the applicable collective bargaining agreement and you are entitled to representation as provided in that agreement. You may present such witnesses as you desire at your own expense.

Your engineer certification is suspended and you are being withheld from service pending the results of this investigation.

Yours truly,

Charles W. Airhart, MOP
Charging Officer

cc: Mr. J. W. Dent, LC - BLE
Mr. J. D. Shoemo, Conductor - arrange to appear as witness
Mr. John A. Landers, DRO - arrange to appear as witness
Mr. Charles Airhart, witness

Exhibit 2

UNION PACIFIC RAILROAD COMPANY

ALFRED R. ORRICK
General Superintendent

MARK S. FRANKLIN
Director Transportation Services

KIM CUTRER
Manager Administration



5701 W. Vickery Blvd.
Fort Worth, Texas 76107
Tele (817) 878-4547
Fax (817) 878-4640

November 9, 2000

CERTIFIED MAIL

No. 7000 0600 0024 0537 3652

Mr. W. R. Slone
5537 Greenview Ct.
Fort Worth, TX 76148-4030

SSN: 453-78-5740
Engineer

Dear Mr. Slone:

This is in reference to formal investigation and hearing held at Fort Worth, Texas, November 1, 2000.

After carefully considering the evidence adduced at the hearing, I find that the following charges against you have been sustained: your occupying main track without proper authority at approximately 7:50 A.M., October 19, 2000, Sweetwater, Texas.

Your record has this date been assessed a Level 4 discipline for violation of, Rule 6.3 and 14.1. of the General Code of Operating Rules, effective April 2, 2000.

In consideration of findings sustained at the hearing, you no longer meet the qualification requirements for the position of Locomotive Engineer, as specified by the Federal Railroad Administration in 49 CFR Part 240.

This decision is based on findings sustained at the hearing as they relate to 49 CFR 240.117, the applicable portion which reads: (e) a railroad shall consider violations of its operating rules and practices that involve: (1) Occupying main track or segment of main track without proper authority or permission.

As required by 49 CFR Part 240.307, Union Pacific Railroad is mandated to revoke your locomotive engineer certification. As provided in Part 240.117 paragraph G, the pertinent period is one (1) month. Therefore your record has been assessed with a thirty (30) day revocation of your engineer certification which must be served. You are hereby suspended from service until 12:01 A. M. November 19, 2000.

RECEIVED

Exhibit B Page 7 of 8

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BLE U.P. SOUTHERN COA

It must be understood federal law requires separate findings as to the revocation required by 49 CFR Part 240 when hearings are consolidated with disciplinary or other hearings. This letter is provided to comply with that requirement.

Yours truly,

Al Orrick
General Superintendent

cc: Mr. J. W. Dent, Jr. - LC - BLE
Mr. G. L. Gore, GC - BLE

Exhibit 3

Union Pacific Railroad Company

POST-HEARING NOTIFICATION OF CERTIFICATE REVOCATION

Form EOALIS Revocation

Locomotive Engineer: *WR Stone* Social Security No.: *453 78 5740*

Date of Revocation: *10-19-00* Revocation Period Ends: *11-18-00*

Brief description of incident: *OCCUPIED MAIN TRACK WITHOUT AUTHORITY WORKING ON TRAIN MTFW17, 10-19-00*

As a result of the facts developed at hearing, convened at your request in accordance with 49 CFR 240.307(b)(3), you are hereby notified of the revocation of your engineer certification for the period outlined in 49 CFR 240.117(g) and indicated on this form. Upon expiration of the required revocation period, your certification will be reactivated. You are advised that revocation periods do not necessarily coincide with any discipline assessed. This action is being taken as a result of:

- 240.117(e)(1) Failure to control a locomotive or train in accordance with a signal indication, excluding a hand or a radio signal indication, or a switch, that requires a complete stop before passing it.
- 240.117(e)(2) Failure to adhere to limitations concerning train speed when the speed at which the train was operated exceeds the maximum authorized limit by at least 10 MPH.
 - Where restricted speed is in effect, railroads shall consider only those violations of the conditional clause of restricted speed rules (i.e., the clause that requires stopping within one half of the locomotive engineer's range of vision), or the operational equivalent thereof, which causes reportable accidents or incidents under part 225 of this chapter, as instances of failure to adhere to this section. Note: Restricted speed results in revocation if violation results in damage in excess of \$6,800, or a personal injury.
- 240.117(e)(3) Failure to adhere to procedures for the safe use of train or engine brakes when the procedures are required for compliance with the initial terminal, intermediate terminal, or transfer train and yard test provisions
- 240.117(e)(4) Occupying main track or segment of main track without proper authority or permission.
- 240.117(e)(5) Tampering with locomotive mounted safety devices or knowingly operating or permitting to be operated a train with an unauthorized disabled safety device in the controlling locomotive.
- 240.117(e)(6) Incident of noncompliance with FRA drug and alcohol regulations as published in 49 CFR 219.101 or 219.102.

Pursuant to 49 CFR Part 240, you will not be allowed to operate a locomotive until the revocation period ends as noted above.

Supervisor's Signature: *Charles W. [Signature]* Date: *11-9-00*

Exhibit 4

UNION PACIFIC RAILROAD COMPANY

IN RE THE INVESTIGATION OF:

Mr. W. R. Slone
Engineer

INVESTIGATION SITUS:

1:20 p.m.
November 1, 2000

Union Pacific Railroad
General Superintendent's Conference Room
200 Crest Building
Centennial Yard, 5701 West Vickery Blvd.
Fort Worth, Texas

TRANSCRIPTION BY:

CAS Associates, Inc.
24011 Marian Avenue
Glenwood, Iowa 51534-5290
(712) 527-4577
FAX (712) 527-9719