A G R E E M E N T

This Agreement, made this 20th day of November, 1964, by and between the participating carriers listed in Exhibits A, B and C, attached hereto and made a part hereof, and represented by the National Railway Labor Conference and the Eastern, Western and Southeastern Carriers' Conference Committees, and the employees of such carriers shown thereon and represented by the Order of Railway Conductors and Brakemen.

IT IS HEREBY AGREED:

ARTICLE I - INCREASE FOR ROAD CONDUCTORS

(a) Effective July 12, 1964, all basic daily rates of pay of road conductors in effect July 11, 1964, shall be increased by the amount of $1.75.

(b) The increase provided for in paragraph (a) above, in all classes of road service, shall not apply to existing mileage rates paid for miles over the existing basic mileage day in passenger service (generally 150 miles) and freight service (generally 100 miles). Miles in excess of the applicable basic mileage day shall be paid at the mileage rate in effect on July 11, 1964.

(c) Effective July 12, 1964, the increase in rates of pay provided for in Paragraph (a) will result in the following standard basic daily and mileage rates of pay for road conductors:

Standard Basic Rates of Pay - As of July 12, 1964:

	Daily Rate	Mileage rate for miles in excess of 150
Passenger Conductors		
East	$22.80	14.03¢
West	22.74	13.99¢
Southeast	22.80	14.03¢

Through Freight Conductors

	Daily Rate		Mileage rate for miles in excess of 100	
	East and Southeast	West	East and Southeast	West
Basic rates	$22.02	$21.96	20.27¢	20.21¢
Rates including car scale additives provided by the agreement of May 26, 1955:				
Less than 81 cars	22.22	22.16	20.47	20.41
81 to 105 cars	22.57	22.51	20.82	20.76
106 to 125 cars	22.97	22.91	21.22	21.16
126 to 145 cars	23.22	23.16	21.47	21.41
146 to 165 cars	23.32	23.26	21.57	21.51
166 cars and over	*	*	**	**

*Add 20¢ for each additional block of 20 cars or portion thereof.
**Add 0.20¢ for each additional block of 20 cars or portion thereof.

Local Freight Conductors

	Daily Rate		Mileage rate for miles in excess of 100	
	East and Southeast	West	East and Southeast	West
Basic rates	$22.58	$22.52	20.83¢	20.77¢
Rates including car scale additives provided by the agreement of May 26, 1955:				
Less than 81 cars	22.78	22.72	21.03	20.97
81 to 105 cars	23.13	23.07	21.38	21.32
106 to 125 cars	23.53	23.47	21.78	21.72
126 to 145 cars	23.78	23.72	22.03	21.97
146 to 165 cars	23.88	23.82	22.13	22.07
166 cars and over	*	*	**	**

*Add 20¢ for each additional block of 20 cars or portion thereof.
**Add 0.20¢ for each additional block of 20 cars or portion thereof.

ARTICLE II - INCREASE FOR ROAD TRAINMEN

(a) Effective July 12, 1964, all basic daily rates of pay of road trainmen in effect July 11, 1964 shall be increased by the amount of $1.44.

(b) The increase provided for in Paragraph (a) above, in all classes of road service, shall not apply to existing mileage rates paid for miles over the existing basic mileage day in passenger service (generally 150 miles) and freight service (generally 100 miles). Miles in excess of the applicable basic mileage day shall be paid at the mileage rate in effect on July 11, 1964.

(c) Effective July 12, 1964, the increase in rates of pay provided for in Paragraph (a) will result in the following standard basic daily and mileage rates of pay for road trainmen:

Standard Basic Rates of Pay - As of July 12, 1964:

	Daily Rate	Mileage rate for miles in excess of 150
Assistant Conductors and Ticket Collectors in Passenger Service		
East	$20.81	12.91¢
West	20.76	12.88¢
Southeast	20.81	12.91¢
Passenger Brakemen and Flagmen		
East	$19.94	12.33¢
West	19.90	12.31¢
Southeast	19.94	12.33¢
Train Baggagemen		
East	$20.11	12.45¢
West	20.07	12.42¢
Southeast	20.11	12.45¢

Through Freight Brakemen and Flagmen

	Daily Rate		Mileage rate for miles in excess of 100	
	East and Southeast	West	East and Southeast	West
Basic rates	$19.89	$19.84	18.45¢	18.40¢
Rates including car scale additives provided by the agreement of May 26, 1955:				
Less than 81 cars	20.09	20.04	18.65	18.60
81 to 105 cars	20.44	20.39	19.00	18.95
106 to 125 cars	20.84	20.79	19.40	19.35
126 to 145 cars	21.09	21.04	19.65	19.60
146 to 165 cars	21.19	21.14	19.75	19.70
166 cars and over	*	*	**	**

*Add 20¢ for each additional block of 20 cars or portion thereof.
**Add 0.20¢ for each additional block of 20 cars or portion thereof.

Local Freight Brakemen and Flagmen

	Daily Rate		Mileage rate for miles in excess of 100	
	East and Southeast	West	East and Southeast	West
Basic rates	$20.32	$20.27	18.88¢	18.83¢
Rates including car scale additives provided by the agreement of May 26, 1955:				
Less than 81 cars	20.52	20.47	19.08	19.03
81 to 105 cars	20.87	20.82	19.43	19.38
106 to 125 cars	21.27	21.22	19.83	19.78
126 to 145 cars	21.52	21.47	20.08	20.03
146 to 165 cars	21.62	21.57	20.18	20.13
166 cars and over	*	*	**	**

*Add 20¢ for each additional block of 20 cars or portion thereof.
**Add 0.20¢ for each additional block of 20 cars or portion thereof.

ARTICLE III -

In application of the increases provided for in Articles I and II hereof --

(a) Arbitraries, miscellaneous rates or special allowances, including those expressed in terms of miles, as provided in the schedules or wage agreements shall be increased under this Agreement in the same manner as heretofore increased under previous wage agreements.

(b) In determining new hourly rates, fractions of a cent will be disposed of by applying the next higher quarter of a cent.

(c) Daily earnings minima shall be increased by the amount of the respective daily increases. The minimum daily earnings, established by Article II(b) of the Agreement of December 21, 1955, shall, effective July 12, 1964 be as follows:

	East and Southeast	West
Conductors	$23.28	$23.21
Brakemen	21.02	20.97

(d) Standard monthly rates and money monthly guarantees in passenger service shall be thirty times the new standard daily rates. Other than standard monthly rates and money monthly guarantees shall be so adjusted that differentials existing as of July 11, 1964 shall be preserved.

(e) Existing monthly rates and money monthly guarantees applicable in other than passenger service will be increased in the same proportion as the daily rate for the class of service involved is increased.

ARTICLE IV - VACATIONS

(1) Insofar as applicable to employees represented by the Order of Railway Conductors and Brakemen the vacation agreement dated April 29, 1949, as amended, is further amended by substituting the following Section 1, effective January 1, 1965 for the amended Section 1 contained in the agreement of January 18, 1961:

Section 1 (a) - Effective January 1, 1965, each employee, subject to the scope of schedule agreements held by the organizations signatory to the April 29, 1949 Vacation Agreement, will be qualified for an annual vacation of one week with pay, or pay in lieu thereof, if, during the preceding calendar year the employee renders service under schedule agreements held by the organizations signatory to the April 29, 1949 Vacation Agreement amounting to one hundred sixty (160) basic days in miles or hours paid for, as provided in individual schedules.

Beginning with the effective date of the provisions of Article 3 of Agreement "A", dated May 23, 1952, on an individual carrier, but not earlier than the year 1960, in the application of this Section 1(a) each

basic day in yard service performed by a yard service employee or by an employee having interchangeable road and yard rights shall be computed as 1.3 days, and each basic day in all other services shall be computed as 1.1 days, for purposes of determining qualifications for vacations. (This is the equivalent of 120 qualifying days in a calendar year in yard service and 144 qualifying days in a calendar year in road service.) (See NOTE below).

Beginning with the year 1960 on all other carriers, in the application of this Section 1(a) each basic day in all classes of service shall be computed as 1.1 days for purposes of determining qualifications for vacation. (This is the equivalent of 144 qualifying days.) (See NOTE below.)

(b) - Effective January 1, 1965, each employee, subject to the scope of schedule agreements held by the organizations signatory to the April 29, 1949 Vacation Agreement, having three or more years of continuous service with employing carrier will be qualified for an annual vacation of two weeks with pay, or pay in lieu thereof, if, during the preceding calendar year the employee renders service under schedule agreements held by the organizations signatory to the April 29, 1949 Vacation Agreement amounting to one hundred sixty (160) basic days in miles or hours paid for as provided in individual schedules and during the said three or more years of continuous service renders service of not less than four hundred eighty (480) basic days in miles or hours paid for as provided in individual schedules.

Beginning with the effective date of the provisions of Article 3 of Agreement "A" dated May 23, 1952, on an individual carrier, but not earlier than the year 1960, in the application of this Section 1(b) each basic day in yard service performed by a yard service employee or by an employee having interchangeable road and yard rights shall be computed as 1.4 days, and each basic day in all other services shall be computed as 1.2 days, for purposes of determining qualifications for vacations. (This is the equivalent of 110 qualifying days in a calendar year in yard service and 132 qualifying days in a calendar year in road service.) (See NOTE below.)

Beginning with the year 1960 all other carriers in the application of this Section 1(b) each basic day in all classes of service shall be computed as 1.2 days for purposes of determining qualifications for vacation. (This is the equivalent of 132 qualifying days.) (See NOTE below.)

(c) - Effective January 1, 1965, each employee, subject to the scope of schedule agreements held by the organizations signatory to the April 29, 1949 Vacation Agreement, having fifteen or more years of continuous service with employing carrier will be qualified for an annual vacation of three weeks with pay, or pay in lieu thereof, if, during the preceding calendar year the employee renders service under schedule agreements held by the organizations signatory to the April 29, 1949 Vacation Agreement amounting to one hundred sixty (160) basic days in miles or hours paid for as provided in individual schedules and during the said fifteen or more years of continuous service renders service of not less than twenty-four hundred (2400) basic days in miles or hours paid for as provided in individual schedules.

Beginning with the effective date of the provisions of Article 3 of Agreement "A" dated May 23, 1952, on an individual carrier, but not earlier than the year 1960, in the application of this Section 1(c) each basic day in yard service performed by a yard service employee or by an employee having interchangeable road and yard rights shall be computed as 1.6 days, and each basic day in all other services shall be computed as 1.3 days, for purposes of determining qualifications for vacations. (This is the equivalent of 100 qualifying days in a calendar year in yard service and 120 qualifying days in a calendar year in road service.) (See NOTE below.)

Beginning with the year 1960 on all other carriers in the application of this Section 1(c) each basic day in all classes of service shall be computed as 1.3 days for purposes of determining qualifications for vacation. (This is the equivalent of 120 qualifying days.) (See NOTE below.)

(d) - Effective January 1, 1965, each employee, subject to the scope of schedule agreements held by the organizations signatory to the April 29, 1949 Vacation Agreement, having twenty or more years of continuous service with employing carrier will be qualified for an annual vacation of four weeks with pay, or pay in lieu thereof, if, during the preceding calendar year the employee renders service under schedule agreements held by the organizations signatory to the April 29, 1949 Vacation Agreement amounting to one hundred sixty (160) basic days in miles or hours paid for as provided in individual schedules and during the said twenty or more years of continuous service renders service of not less than thirty-two hundred (3200) basic days in miles or hours paid for as provided in individual schedules.

Beginning with the effective date of the provisions of Article 3 of Agreement "A" dated May 23, 1952, on an individual carrier, but not earlier than the year 1960, in the application of this Section 1(d) each basic day in yard service performed by a yard service employee or by an employee having interchangeable road and yard rights shall be computed as 1.6 days, and each basic day in all other services shall be computed as 1.3 days, for purposes of determining qualifications for vacations. (This is the equivalent of 100 qualifying days in a calendar year in yard service and 120 qualifying days in a calendar year in road service.) (See NOTE below.)

Beginning with the year 1960 on all other carriers in the application of this Section 1(d) each basic day in all classes of service shall be computed as 1.3 days for purposes of determining qualifications for vacation. (This is the equivalent of 120 qualifying days.) (See NOTE below.)

NOTE: - In the application of Section 1(a), (b), (c) and (d), qualifying years accumulated, also qualifying requirements for years accumulated, prior to the effective date of the respective provisions hereof, for extended vacations shall not be changed.

(e) - In dining car service, for service performed on and after July 1, 1949 - each seven and one-half (7½) hours paid for shall be considered the equivalent of one basic day in the application of Section 1(a), (b), (c) and (d).

(f) - Calendar days on which an employee assigned to an extra list is available for service and on which days he performs no service, not exceeding sixty (60) such days, will be included in the determination of qualification for vacation; also, calendar days, not in excess of thirty (30), on which an employee is absent from and unable to perform service because of injury received on duty will be included.

The 60 and 30 calendar days referred to in this Section 1(f) shall not be subject to the 1.1, 1.2, 1.3, 1.4 and 1.6 computations provided for in Section 1(a), (b), (c) and (d), respectively.

(g) - Where an employee is discharged from service and thereafter restored to service during the same calendar year with seniority unimpaired, service performed prior to discharge and subsequent to reinstatement during that year shall be included in the determination of qualification for vacation during the following year.

Where an employee is discharged from service and thereafter restored to service with seniority unimpaired, service before and after such discharge and restoration shall be included in computing four hundred eighty (480) basic days under Section 1(b) and twenty-four hundred (2400) basic days under Section 1(c), and thirty-two (3200) basic days under Section 1(d).

(h) - Only service performed on one railroad may be combined in determining the qualifications provided for in this Section 1, except that service of an employee on his home road may be combined with service performed on other roads when the latter service is performed at the direction of the management of his home road or by virtue of the employee's seniority on his home road. Such service will not operate to relieve the home road of its responsibility under this agreement.

(2) Section 2 of the Agreement of February 5, 1954 is supplemented by the addition of Paragraph (c-1) and the addition of subparagraphs (8) and (9) of Paragraph (d), as follows:

> **(c-1)** An employee receiving four weeks' vacation, or pay in lieu thereof, under Section 1(d) shall be paid 4/52 of the compensation earned by such employee, under schedule agreements held by the organizations signatory to the April 29, 1949 Vacation Agreement, on the carrier on which he qualified under Section 1 (or carriers in case he qualified on more than one carrier under Section 1(h)) during the calendar year preceding the year in which the vacation is taken, but in no event shall such pay be less than twenty-four (24) minimum basic days' pay at the rate of the last service rendered.

Yard Service

> (8) An employee receiving four weeks' vacation, or pay in lieu thereof, under Section 1(d) shall be paid 4/52 of the compensation earned by such employee, under schedule agreements held by the organizations signatory to the

April 29, 1949 Vacation Agreement, on the carrier on which he qualified under Section 1 (or carriers in case he qualified on more than one carrier under Section 1(h)) during the calendar year preceding the year in which the vacation is taken, but in no event shall such pay be less than twenty (20) minimum basic days' pay at the rate of the last yard service rendered.

Combination of Yard and Road Service

(9) An employee having interchangeable yard and road rights receiving four weeks' vacation, or pay in lieu thereof, under Section 1(d) shall be paid 4/52 of the compensation earned by such employee, under schedule agreements held by the organizations signatory to the April 29, 1949 Vacation Agreement, on the carrier on which he qualified under Section 1 (or carriers in case he qualified on more than one carrier under Section 1(h)) during the calendar year preceding the year in which the vacation is taken; provided that, if the vacation is taken during the time such employee is working in road service such pay shall be not less than twenty-four (24) minimum basic days' pay at the rate of the last road service rendered, and if the vacation is taken during the time such employee is working in yard service such pay shall be not less than twenty (20) minimum basic days' pay at the rate of the last yard service rendered.

ARTICLE V - GENERAL PROVISIONS

(1) APPROVAL

This agreement is subject to approval of the courts with respect to carriers in the hands of receivers or trustees.

(2) EFFECT AND DURATION OF THIS AGREEMENT

This agreement is in full and final disposition of the organization's notices dated on or about July 15, 1964, identified as Notices A, B, C, D, E, A-1, and A-2, and proposals served by the carriers for concurrent handling therewith. No party to this Agreement shall, prior to July 12, 1966, serve any notice or proposal or progress any pending notice or proposal for the purpose of establishing new agreements or changing existing agreements relating to:

(a) basic daily rates of pay, basic day hours, mileage rates of pay, monthly rates of pay, overtime rates of pay, vacations, holidays;

(b) arbitraries, differentials, miscellaneous rates, special allowances, conversion factors, daily, weekly, monthly or other guarantees which are changed by this Agreement.

This Agreement shall be construed as a separate agreement by and on behalf of each participating carrier and its employees represented by the organization signatory hereto.

SIGNED AT CHICAGO, ILLINOIS, THIS 20TH DAY OF NOVEMBER, 1964

FOR THE PARTICIPATING CARRIERS LISTED IN EXHIBIT A:

/s/ J. W. Oram
Chairman

/s/ L. B. Fee

/s/ Guy W. Knight

FOR THE PARTICIPATING CARRIERS LISTED IN EXHIBIT B:

/s/ E. H. Hallmann
Chairman

/s/ A. D. Hanson

/s/ T. M. VanPatten

FOR THE PARTICIPATING CARRIERS LISTED IN EXHIBIT C:

/s/ W. S. Macgill
Chairman

/s/ W. D. Quarles, Jr.

/s/ G. M. Seaton, Jr.

FOR THE EMPLOYEES REPRESENTED BY THE ORDER OF RAILWAY CONDUCTORS AND BRAKEMEN:

/s/ G. H. Harris
President

/s/ C. F. Lane
Senior Vice President

/s/ K. Levin
Vice President

/s/ R. K. Foster
Chairman, Dist. No. 1

/s/ G. R. Field
Member, Dist. No. 1

/s/ J. W. Kennedy
Member, Dist. No. 1

/s/ John Woulf
Chairman, Dist. No. 2

/s/ P. W. Zourick
Member, Dist. No. 2

/s/ J. M. Crouch
Member, Dist. No. 2

/s/ R. T. Keller
Chairman, Dist. No. 3

FOR THE EMPLOYEES REPRESENTED BY
THE ORDER OF RAILWAY CONDUCTORS
AND BRAKEMEN (CONT'D)

/s/ D. S. Pannell
Member, Dist. No. 3

/s/ J. B. Smith
Member, Dist. No. 3

APPROVED:

/s/ J. E. Wolfe
Chairman, National Railway
Labor Conference

At Chicago, Illinois,
November 20, 1964

Mr. G. H. Harris, President,
Order of Railway Conductors and Brakemen,
O.R.C.&B. Building,
Cedar Rapids, Iowa

Dear Mr. Harris:

This will confirm our discussions regarding the application of the increases provided for in Articles I and II of the Agreement between your Organization and the participating railroads, signed on November 20, 1964.

It is understood that in all classes of road service, the basic daily rates or the hourly equivalents thereof which result from the wage increases provided for in Articles I and II of the November 20, 1964 Agreement shall be used in applying overtime rules and rules which provide for arbitraries, miscellaneous rates or special allowances based upon hourly or daily rates of pay.

It is further understood that existing money differentials above existing standard daily rates shall be maintained.

Yours very truly,

/s/ J. E. Wolfe

ACCEPTED BY:

/s/ George H. Harris

NATIONAL RAILWAY LABOR CONFERENCE LETTERHEAD

November 20, 1964

Mr. George H. Harris, President
The Order of Railway Conductors & Brakemen
ORC&B Building
Cedar Rapids, Iowa 52401

Dear Mr. Harris:

This will confirm our discussions and agreement with respect to the retroactive application of the wage increases provided by the Agreement between your Organization and the participating railroads dated November 20, 1964.

It is understood that solely because of special circumstances which were discussed in detail in our conferences and of which all parties in interest are fully cognizant, the carriers agreed to July 12, 1964, as the effective date of the wage increases provided for in the aforesaid Agreement notwithstanding that the Section 6 Notices of which said Agreement was in disposition were served on the carriers on or about July 15, 1964.

It is further understood that such retroactive application of the said wage increases is without prejudice to the position of the carriers that under the Railway Labor Act, as amended, notice of intended changes in agreements affecting rates of pay, rules, or working conditions must be given at least 30 days in advance of the proposed effective date of such notice.

It is further understood that the retroactive application of the said Agreement is not a precedent for any future negotiations between your Organization and the participating railroads and will not be relied upon or cited by your Organization, or any of its representatives, for that purpose or for any other purpose in future bargaining.

Very truly yours,

/s/ J. E. Wolfe

Accepted:

/s/ George H. Harris

At Chicago, Illinois,
November 20, 1964

Mr. G. H. Harris, President,
Order of Railway Conductors and Brakemen,
O.R.C.&B. Building,
Cedar Rapids, Iowa.

Dear Mr. Harris:

This will confirm our discussions regarding the application of Article V, (2), "Effect and Duration of This Agreement," appearing in the Agreement between your Organization and the participating railroads, signed on November 20, 1964.

It is understood that this provision will not bar the progression of any notices served by the Order of Railway Conductors and Brakemen on individual railroads prior to July 12, 1964, dealing with the rates of pay for road switchers.

It is also understood that the Section 6 Notice of the Order of Railway Conductors and Brakemen - Notice "B" - served on or about March 2, 1959 on the participating railroads (National Mediation Board Case No. A-6258), reading as follows:

> "The average basic rates for conductors in all classes of road service will be increased in the amount of 1.6% of average basic rates in effect October 1956, such increase to become effective November 1, 1959, and the rate so derived to be used as the basic daily rates for computation of increases requested in Notice 'A'."

will be held in abeyance and not progressed until November 20, 1965, after which time the Order of Railway Conductors and Brakemen may progress the matter in national handling under the provisions of the Railway Labor Act, as amended.

It is further understood that the Agreement signed November 20, 1964 does not in any way deal with the provisions of the Agreement of June 25, 1964, dealing with Interdivisional Runs and Suitable Lodging.

It is also understood that the aforementioned provision of the Agreement will not bar the progression of notices served on individual railroads prior to November 20, 1964 having for their purpose a reduction in the number of hours constituting the basic month for dining car stewards, providing, however, that the monthly rates resulting therefrom will not be more than the monthly rates in effect on July 11, 1964 plus the product of 21.875¢ times the number of hours comprehended in the new monthly rate.

Yours very truly,

/s/ J. E. Wolfe

ACCEPTED BY:

/s/ George H. Harris

At Chicago, Illinois,
November 20, 1964

Mr. G. H. Harris, President,
Order of Railway Conductors and Brakemen,
O.R.C.&B. Building,
Cedar Rapids, Iowa.

Dear Mr. Harris:

The Agreement executed on this date, between the carriers represented by the National Railway Labor Conference and the three regional Carriers' Conference Committees, in disposition of the Section 6 notices served by the Order of Railway Conductors and Brakemen on or about July 15, 1964, does not in any way prejudice any contentions your Organization may care to pursue after the expiration of the moratorium contained in Article V, (2), of said agreement dated November 20, 1964, respecting that part of your Section 6 notice dealing with an increase in additives based upon the number of cars hauled in freight trains.

Neither does the Agreement herein referred to foreclose you from serving any Section 6 Notice after the expiration of the aforesaid moratorium which you believe would have the effect of correcting any alleged inequities you may think exists.

Yours very truly,

/s/ J. E. Wolfe

ACCEPTED BY:

/s/ George H. Harris

EXHIBIT A

EASTERN RAILROADS

EASTERN RAILROADS WHICH HAVE AUTHORIZED REPRESENTATION BY THE EASTERN CARRIERS' CONFERENCE COMMITTEE, IN CONNECTION WITH SUCH NOTICES, DATED ON OR ABOUT JULY 15, 1964, AS WERE SERVED UPON EACH OF SUCH VARIOUS EASTERN RAILROADS BY THE GENERAL CHAIRMEN, OR OTHER RECOGNIZED REPRESENTATIVES, OF THE ORDER OF RAILWAY CONDUCTORS AND BRAKEMEN, OF DESIRE TO REVISE AND SUPPLEMENT EXISTING AGREEMENTS AS SET FORTH THEREIN, AND PROPOSALS SERVED BY EACH OF SUCH CARRIERS FOR CONCURRENT HANDLING THEREWITH.

(Subject to indicated footnotes, this authorization is co-extensive with the provisions of current schedule agreements applicable to the employees represented by the Order of Railway Conductors and Brakemen.)

- - - - - - - - - -

1:Baltmore and Ohio Railroad Company, The
Strouds Creek and Muddlety Railroad Company
Central Railroad Company of New Jersey, The
Delaware and Hudson Railroad Corporation, The
Detroit and Toledo Shore Line Railroad Company, The
Grand Trunk Western Railroad Company
Lehigh Valley Railroad Company
Monon Railroad
Monongahela Railway Company, The
NEW YORK CENTRAL SYSTEM
New York Central Railroad Company
New York District
Eastern District (Except Boston and Albany Division)
Eastern District - Boston and Albany Division
Western District
2:Northern District
Southern District (Including Peoria & Eastern Railway)
Ohio Central Division
Pittsburgh & Lake Erie Railroad
Lake Erie & Eastern Railroad
New York, Chicago and St. Louis Railroad Company, The
New York, Susquehanna and Western Railroad Company
Reading Company

NOTES: -

1:Authorization includes former Buffalo, Rochester & Pitts. Territory.
2:Authorization does not include Road Conductors on Canada Division.

FOR THE CARRIERS:

/s/ J. W. Oram

FOR THE EMPLOYEES:

/s/ C. F. Christiansen

Chicago, Illinois November 5, 1964

EXHIBIT B

WESTERN RAILROADS

LIST OF WESTERN RAILROADS REPRESENTED BY THE WESTERN CARRIERS' CONFERENCE COMMITTEE AND JAMES E. WOLFE, CHAIRMAN, NATIONAL RAILWAY LABOR CONFERENCE, IN CONNECTION WITH SUCH NOTICES, DATED ON OR ABOUT JULY 15, 1964, AS WERE SERVED UPON EACH OF SUCH RAILROADS BY THE GENERAL CHAIRMEN, OR OTHER RECOGNIZED REPRESENTATIVES, OF THE ORDER OF RAILWAY CONDUCTORS AND BRAKEMEN, OF DESIRE TO REVISE AND SUPPLEMENT EXISTING AGREEMENTS AS SET FORTH THEREIN, AND PROPOSALS SERVED BY EACH OF SUCH CARRIERS FOR CONCURRENT HANDLING THEREWITH.

(Subject to indicated footnotes, this authorization is co-extensive with the provisions of current schedule agreements applicable to the employees represented by the Order of Railway Conductors and Brakemen.)

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Atchison, Topeka and Santa Fe Railway Company, The
Gulf, Colorado and Santa Fe Railway Company
Panhandle and Santa Fe Railway Company
1:Camas Prairie Railroad Company
2:Chicago and North Western Railway Company (Including former CStPM&O, former M&StL, former L&M, former MI)
Chicago, Burlington & Quincy Railroad Company
Chicago Great Western Railway Company
Chicago, Milwaukee, St. Paul and Pacific Railroad Company
Colorado and Southern Railway Company, The
Denver and Rio Grande Western Railroad Company, The
Duluth, Missabe and Iron Range Railway Company (Iron Range Division)
Fort Worth and Denver Railway Company
Great Northern Railway
Illinois Central Railroad
Joint Texas Division of C.R.I.& P. and Ft.W.& D.
Kansas City Southern Railway Company
Kansas, Oklahoma & Gulf Railway Company
Oklahoma City-Ada-Atoka Railway Company
Louisiana & Arkansas Railway Company
Missouri Pacific Railroad Company
Missouri-Illinois Railroad Company
Northern Pacific Railway Company
Northwestern Pacific Railroad Company
Oregon, California & Eastern Railway Company
Pacific Coast Railroad Company
St. Louis-San Francisco Railway Company
San Diego & Arizona Eastern Railway Company
Soo Line Railroad (except on former DSS&A seniority districts)
Southern Pacific Company (Pacific Lines)
Former El Paso & Southwestern System
Southern Pacific Company (Pacific Lines)
(Excluding former El Paso & Southwestern System)
Spokane International Railroad

Spokane, Portland and Seattle Railway Company
Oregon Trunk Railway
Oregon Electric Railway
Texas and Pacific Railway Company
Union Pacific Railroad
3:Wabash Railroad (Lines West of Detroit)
Western Pacific Railroad Company

NOTES: -

1:Road conductors on that portion of the railroad covered by the Northern Pacific Conductors' Schedule.

2:Authorization covers Road Conductors (except on former L&M and former MI); Yard Foremen in the Chicago Switching District only; Car Retarder Operators in the Hump Yard, Proviso, Illinois, and Dining Car Stewards (exclusive of Dining Car Stewards on former CStPM&O).

3:Authorization does not include matters covered by Employees' Notice "A" of July 15, 1964, in so far as conductor jobs on switching locals identified in Article I, Section 1 of Memorandum of Agreement signed at St. Louis, Missouri, on August 27, 1964, in N.M.B.'s Case No. A-6793, are concerned.

FOR THE CARRIERS:

/s/ E. H. Hallmann

FOR THE EMPLOYEES:

/s/ C. F. Christiansen

Chicago, Illinois - November 5, 1964

EXHIBIT C

SOUTHEASTERN RAILROADS

LIST OF SOUTHEASTERN RAILROADS REPRESENTED BY THE SOUTHEASTERN CARRIERS' CONFERENCE COMMITTEE, IN CONNECTION WITH SUCH NOTICES, DATED ON OR ABOUT JULY 15, 1964, AS WERE SERVED UPON EACH OF SUCH VARIOUS SOUTHEASTERN RAILROADS BY THE GENERAL CHAIRMEN, OR OTHER RECOGNIZED REPRESENTATIVES, OF THE ORDER OF RAILWAY CONDUCTORS AND BRAKEMEN, OF DESIRE TO REVISE AND SUPPLEMENT EXISTING AGREEMENTS IN ACCORDANCE WITH PROPOSALS SET FORTH THEREIN, AND WITH PROPOSALS SERVED BY EACH OF SUCH CARRIERS FOR CONCURRENT HANDLING THEREWITH.

This authorization is limited in coverage to those employee groups the rates of pay and working conditions of which are governed by the current schedule-agreements, under which such employee groups are represented by the above-named Organization; and on behalf of which and on which groups such notices were served.

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ATLANTIC COAST LINE RAILROAD COMPANY

CHESAPEAKE AND OHIO RAILWAY COMPANY, THE

CLINCHFIELD RAILROAD COMPANY

GEORGIA RAILROAD

GULF, MOBILE AND OHIO RAILROAD COMPANY

LOUISVILLE AND NASHVILLE RAILROAD COMPANY

NORFOLK AND WESTERN RAILWAY COMPANY

NORFOLK SOUTHERN RAILWAY COMPANY

RICHMOND, FREDERICKSBURG AND POTOMAC RAILROAD COMPANY

SEABOARD AIR LINE RAILROAD COMPANY

FOR THE RAILROADS:

/s/ W. S. Macgill

FOR THE EMPLOYEES:

/s/ C. F. Christiansen

Chicago, Illinois - November 5, 1964