

# VACATION AGREEMENT

dated April 29, 1949 between certain Eastern, Western and Southeastern Carriers and their employees represented by the Brotherhood of Locomotive Engineers, Brotherhood of Locomotive Firemen and Enginemen, Order of Railway Conductors, Brotherhood of Railroad Trainmen and Switchmen's Union of North America.

EFFECTIVE JULY 1, 1949

## VACATION AGREEMENT

This Vacation Agreement made this 29th day of April, 1949, by and between the participating carriers listed in Exhibits A, B and C, attached hereto and made a part hereof and represented by the Eastern, Western and Southeastern Carriers' Conference Committees, and the employees shown thereon and represented respectively by the BROTHERHOOD OF LOCOMOTIVE ENGINEERS, BROTHERHOOD OF LOCOMOTIVE FIRE-MEN AND ENGINEERS, ORDER OF RAILWAY CONDUCTORS, BROTHERHOOD OF RAILROAD TRAINMEN, and the SWITCHMEN'S UNION OF NORTH AMERICA.

### IT IS HEREBY AGREED:

Section 1 (a) - Effective July 1, 1949, each employee, subject to the scope of schedule agreements held by the organizations signatory hereto, 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 hereto amounting to one hundred sixty (160) basic days in miles or hours paid for, as provided in individual schedules.

(b) - Effective July 1, 1949, each employee, subject to the scope of schedule agreements held by the organizations signatory hereto, having five 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 hereto amounting to one hundred sixty (160) basic days in miles or hours paid for as provided in individual schedules and during the said five or more years of continuous service renders service of not less than eight hundred (800) basic days in miles or hours paid for as provided in individual schedules.

(c) - In dining car service, for service performed on and after July 1, 1949 - each seven and one-half ( $7\frac{1}{2}$ ) hours paid for shall be considered the equivalent of one basic day in the application of Sections 1(a) and 1(b).

(d) - 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.

(e) - 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 eight hundred (800) basic days under Section 1 (b).

(f) - 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.

Section 2 - Employees qualified under Section 1 hereof shall be paid for their vacation as follows:

(a) - An employee receiving one week's vacation, or pay in lieu thereof, under Section 1 (a) shall be paid 1/52 of the compensation earned by such employee, under schedule agreements held by the organizations signatory hereto, on the carrier on which he qualified under Section 1 (or carriers in case he qualified on more than one carrier under Section 1 (f)) during the calendar year preceding the year in which the vacation is taken, but in no event shall such pay be less than six (6) minimum basic days' pay at the rate of the last service rendered.

(b) - An employee receiving two weeks' vacation, or pay in lieu thereof, under Section 1 (b) shall be paid 1/26 of the compensation earned by such employee, under schedule agreements held by the organizations signatory hereto, on the carrier on which he qualified under Section 1 (or carriers in case he qualified on more than one carrier under Section 1 (f)) during the calendar year preceding the year in which the vacation is taken, but in no event shall such pay be less than twelve (12) minimum basic days' pay at the rate of the last service rendered.

Section 3 - Vacations, or allowances therefor, under two or more schedules held by different organizations on the same carrier shall not be combined to create a vacation of more than the maximum number of days provided for in any of such schedules.

Section 4 - Time off on account of vacation will not be considered as time off account employee's own accord under any guarantee rules and will not be considered as breaking such guarantees.

Section 5 - The absence of an employee on vacation with pay, as provided in this agreement, will not be considered as a vacancy, temporary, or otherwise, in applying the bulletin rules of schedule agreements.

Section 6 - Vacations shall be taken between January 1st and December 31st; however, it is recognized that the exigencies of the service create practical difficulties in providing vacations in all instances. Due regard, consistent with requirements of the service, shall be given to the preference of the employee in his seniority order in the class of service in which engaged when granting vacations. Representatives of the carriers and of the employees will cooperate in arranging vacation periods, administering vacations and releasing employees when requirements of the service will permit. It is understood and agreed that vacationing employees will be paid their vacation allowances by the carriers as soon as possible after the vacation period but the parties recognize that there may be some delay in such payments. It is understood that in any event such employee will be paid his vacation allowance no later than the second succeeding payroll period following the date claim for vacation allowance is filed.

Section 7 (a) - Vacations shall not be accumulated or carried over from one vacation year to another. However, to avoid loss of time by the employee at end of his vacation period, the number of vacation days at the request of the employee may be reduced in one year and adjusted in the next year.

(b) - After the vacation begins layover days during the vacation period shall be counted as a part of the vacation.

Section 8 - No vacation with pay, or payment in lieu thereof, will be due an employee whose employment relation with a carrier has terminated prior to the scheduled vacation period as provided in Section 6, except that employees retiring under the provisions of the Railroad Retirement Act shall receive payment for vacation due.

Section 9 - The terms of this agreement shall not be construed to deprive any employee of such additional vacation days as he may be entitled to receive under any existing rule, understanding or custom, which additional vacation days shall be accorded under and in accordance with the terms of such existing rule, understanding or custom.

Section 10 - Any dispute or controversy arising out of the interpretation or application of any of the provisions of this agreement will be handled on the property in the same manner as other disputes. If the dispute or controversy is not settled on the property and either the carrier or the organization desires that the dispute or controversy be handled further, it shall be referred by either party for decision to a committee, the carrier members

of which shall be five members of the Carriers' Conference Committees signatory hereto, or their successors; and the employee members of which shall be the chief executives of the five organizations signatory hereto, or their representatives, or successors. It is agreed that the Committee herein provided will meet between January 1 and June 30 and July 1 and December 31 of each year if any disputes or controversies have been filed for consideration. In event of failure to reach agreement the dispute or controversy shall be arbitrated in accordance with the Railway Labor Act, as amended, the arbitration being handled by such Committee. Interpretation or application agreed upon by such committee, or fixed by such arbitration, shall be final and binding as an interpretation or application of this agreement.

Section 11 - This vacation agreement shall be construed as a separate agreement by and on behalf of each carrier party hereto, and its railroad employees represented by the respective organizations signatory hereto, and effective July 1, 1949 supersedes the Consolidated Uniform Vacation Agreement dated June 6, 1945, in so far as said agreement applies to and defines the rights and obligations of the carriers parties to this agreement and the employees of such carriers represented by the Brotherhood of Locomotive Engineers, Brotherhood of Locomotive Firemen and Enginemen, Order of Railway Conductors, Brotherhood of Railroad Trainmen and Switchmen's Union of North America.

An employee who has taken or is scheduled to commence his vacation during the year 1949 prior to July 1, 1949 shall not be entitled to the increased vacation nor to the vacation allowance provided for herein during the period July 1, 1949 - December 31, 1949.

Section 12 - This vacation agreement shall continue in effect until changed or modified in accordance with provisions of the Railway Labor Act, as amended.

Section 13 - This agreement is subject to approval of courts with respect to carriers in hands of receivers or trustees.

Section 14 - The parties hereto having in mind conditions which exist or may arise on individual carriers in making provisions for vacations with pay, agree that the duly authorized representative (General Chairman) of the employees, party to this agreement, and the officer designated by the carrier, may enter into additional written understandings to implement the purposes of this agreement, provided that such understandings shall not be inconsistent with this agreement.

SIGNED AT CHICAGO, ILLINOIS, THIS 29TH DAY OF APRIL, 1949.

For the participating carriers listed in Exhibit A:

H. A. Enoch  
Chairman

Frank Hubel

L. W. Horning

E. B. Perry

B. C. Randall

For the participating carriers listed in Exhibit B:

L. P. Loomis  
Chairman

W. Anderson

R. C. Lewis

J. Short

W. Miller

For the participating carriers listed in Exhibit C:

J. A. Benton  
Chairman

W. O. Baker

F. K. Day, Jr.

For the employees represented by the participating labor organizations:

Brotherhood of Locomotive Engineers

A. Johnston Grand Chief Engineer

A. Johnston

D. I. Minichan  
D. I. Minichan

Wm. R. Hamm  
Wm. R. Hamm

Grover C. Davidson  
Grover C. Davidson

Angus Tolley  
Angus Tolley

Brotherhood of Locomotive Firemen and Enginemen

C. J. Goff Asst. Pres.  
C. J. Goff

J. H. McDonald  
J. H. McDonald

E. R. Morgan  
E. R. Morgan

W. F. Newson  
W. F. Newson

C. B. Hooker  
C. O. Mackay

Order of Railway Conductors

R. O. Hughes

Vice President

R. O. Hughes

A. Young

Asst. Vice Pres.

A. Young

A. L. Moore

A. L. Moore, Chairman Dist. No. 1

F. L. Smith

F. L. Smith, Vice Chmn. Dist. No. 1

Geo. M. Dunn

Geo. M. Dunn, Secy. Dist. No. 1

C. H. Bingham

C. H. Bingham

T. S. Roe

T. S. Roe

W. O. Cooney

W. O. Cooney, Chairman Dist. No. 2

James R. Kelly

James R. Kelly, Vice Chmn. Dist. No. 2

Edward J. Taelman

Edward J. Taelman, Secy. Dist. No. 2

F. B. Hanaway

F. B. Hanaway

C. M. Kenyon

C. M. Kenyon

W. E. King

W. E. King, Chairman Dist. No. 3

O. K. Pemberton

O. K. Pemberton, Vice Chmn. Dist. No. 3

J. A. Scott  
J. A. Scott, Secy. Dist. No. 3

J. V. Tillman  
J. V. Tillman

E. H. Johnson  
E. H. Johnson

Brotherhood of Railroad Trainmen

A. F. Whitney President  
A. F. Whitney

D. A. MacKenzie Secy. Pres.  
D. A. MacKenzie

C. J. McClain  
C. J. McClain, Chairman, Wage Comm.

H. K. Gelzer  
H. K. Gelzer, Vice Chmn. Wage Comm.

E. H. Jones  
~~E. H. Jones, Secretary Wage Comm.~~

H. E. Nevala  
H. E. Nevala

J. J. Hammill  
J. J. Hammill

J. J. Klein  
J. J. Klein

Walter E. Grady  
W. E. Grady

B. L. Wedding  
B. L. Wedding



Switchmen's Union of North America

A. J. Glover Intl. President  
A. J. Glover

E. F. Hampton  
E. F. Hampton

D. J. Millet  
D. J. Millet

EASTERN RAILROADS

EASTERN RAILROADS REPRESENTED BY THE EASTERN CARRIERS' CONFERENCE COMMITTEE IN THE HANDLING OF REQUEST CONTAINED IN NOTICES DATED NOVEMBER 18, 1948 SERVED UPON THE RAILROADS BY THE ORDER OF RAILWAY CONDUCTORS AND BROTHERHOOD OF RAILROAD TRAINMEN AND DATED NOVEMBER 30, 1948 SERVED UPON THE RAILROADS BY THE BROTHERHOOD OF LOCOMOTIVE ENGINEERS, BROTHERHOOD OF LOCOMOTIVE FIREMEN & ENGINEERS, AND THE SWITCHMEN'S UNION OF NORTH AMERICA, REQUESTING CHANGES IN THE CONSOLIDATED UNIFORM VACATION AGREEMENT, SIGNED JUNE 6, 1945; ALSO, CARRIERS' PROPOSALS SERVED ON THE ORGANIZATIONS ON OR ABOUT SAME DATES TO CHANGE SAID VACATION AGREEMENT.

(Authority is co-extensive with the notices filed and with scope of agreements as to classes of employees)

R a i l r o a d s	BLE	BLF&E	ORC	BRT	SUNA	Dining Car Stew- ards	Yard masters	
						BRT	ORC	BRT
	1	2	3	4	5	6	7	8
Akron, Canton & Youngstown Railroad Co.	x	x		(g)				x
Ann Arbor Railroad Company	x	x	x	x				
Baltimore & Ohio Railroad Company	x	x	x	x		x		
E&O Chicago Terminal RR Co.	x	x		x				
Curtis Bay Railroad Company		(b)		x				
Staten Island Rapid Transit Railway	x	x	x	x				
Strouds Creek & Muddlety R.R.		(b)	(j)					
Bessemer & Lake Erie Railroad Co.		(b)	x	(h)	(a)			
Boston & Maine Railroad	x	x		(g)(i)				
Brooklyn Eastern District Terminal	x			(g)				
<u>Canadian National Railways</u>								
Canadian Natl. Rys.-Lines in N.E.	x	x	x	x				
Champlain & St. Lawrence Railroad	x	x	x	x				
United States & Canada Railroad	x	x	x	x				
St. Clair Tunnel Company	x	x	x	x				
Canadian Pacific Railway Co.	x	x		(g)				
Central Railroad Co. of New Jersey	x	x	x	(i)				
Central RR Co. of Pennsylvania	x	x	x	(i)				
New York and Long Branch RR Co.	x	x	x	(i)				
Wharton & Northern Railroad Co.	x	x	x	(i)				
Central Vermont Railway Inc.	x	x	x	x				x
<u>Chesapeake &amp; Ohio Railway Co.</u>								
Pere Marquette District	x	x	x	x				
Fort Street Union Depot Co.	x	x		x				
Chicago, Indianapolis & Louisville Ry. Co.	x	x	x	x		x		x
Cincinnati Union Terminal Company	x	x		x				x
Delaware & Hudson Railroad Corporation	x	x	x	x		x	x	
Delaware, Lackawanna & Western RR Co.	x	x		(g)	x	x		
Detroit & Toledo Shore Line RR Co.		(b)	(j)		x		x	
Detroit Terminal Railroad Company	(c)			(g)				
Detroit, Toledo & Ironton Railroad Co.	x	x		(g)				
Erie Railroad Company	x	x		(g)(i)				x
Grand Trunk Western Railroad Company	x	x	x	x		x		x
Indianapolis Union Railway Company	x	x			x			
Jay Street Connecting RR Co.	(c)			(g)				
Lehigh & New England RR Co.		(b)	(k)	x				x

R a i l r o a d s	BLE	BLF&E	ORC	BRT	SUNA	Dining Car Stew- ards	Yard- masters	
						BRT	ORC	ERT
	1	2	3	4	5	6	7	8
Lehigh Valley Railroad Company	x	x	x	(i)(L)		x		
Maine Central Railroad Company	x	x		(g)				x
Portland Terminal Company	x	x		x				x
Monongahela Railway Company	x	x	x	x				
Montour Railroad Company		(b)		(g)				
New York Central RR(Full Line Agreements)						x		
NYC RR - Buffalo & East	x	x	x	x				
NYC RR - West of Buffalo	(e)	(f)	(m)	(n)(i)				
Michigan Central Railroad	x	x	x	(o)				
C.C.C. & St. L. Railway	x	x	x	(p)				
Peoria & Western Railway	x	x	x	(p)				
L. & J. B. & Railroad	(c)			(p)				
Boston & Albany Railroad	x	x	x	x				
Indiana Harbor Belt Railroad	x	x		(i)(q)				
Chicago River & Indiana (C.J.Ry.)	x	x		x				
Pittsburgh & Lake Erie RR (L.E.&E.)	x	x		(g)				
Cleveland Union Terminals	x	x		x				
New York, Chicago & St. Louis RR Co.	x	x	x	x				
New York Dock Railway	x			x				
New York, New Haven & Hartford RR Co.	x	x		(g)(i)				
Pennsylvania Railroad Company	x	x		(g)(r)				
Baltimore & Eastern Railroad Co.	x	x	(k)	x				
Pennsylvania-Reading Seashore Lines	x	x		(g)				x
Pittsburgh & West Virginia Railway Co.		(b)		(g)			x	
Pittsburgh, Chartiers & Youghioghenny Ry.		(b)		(g)				
Reading Company	x	x	(k)	(s)		x		x
Union Depot Co. (Columbus, Ohio).				x				
Union Freight RR Co. (Boston)		(b)(d)		(g)				
Washington Terminal Company		(b)		x				
Wheeling & Lake Erie Railway Co.	x	x	x	x				
Lorain & West Virginia Railway Co.	x	x	x	x				

FOOTNOTES:

(a) - Bessemer & Lake Erie - Yardmen in Conneaut Yard only.

(b) - B. & L. E. P. C. & Y. ) Includes  
 Curtis Bay Strouds Creek & ) Engineers represented  
 D. & T. S. L. Muddlety ) by the Brotherhood of  
 L. & N. E. Un. Frt. (Boston) ) Locomotive Firemen  
 Montour Wash. Tml. ) and Enginemen.  
 P. & W. Va. )

(c) - Detroit Terminal ) Includes Firemen represented  
 Jay Street Connecting ) by the Brotherhood of Loco-  
 L. & J. B. & RR. ) motive Engineers.

(d) - Union Freight (Boston) - Includes Enginehousemen represented by  
 the Brotherhood of Locomotive  
 Enginemen & Enginemen

FOOTNOTES - continued -

(e) - NYC-West - Includes employees represented by the organization indicated on the Ohio Central Division.

(f) - NYC-West - Includes employees represented by the organization indicated on the Ohio Central Division and Federal Valley.

(g) - A. C. & Y.	Maine Cent.	) Includes Conductors represented by the Brotherhood of Railroad Trainmen.
Boston & Maine	Montour	
B. E. D. T.	N.Y., N.H. & H.	
Can. Pac.	Pennsylvania	
D. L. & W.	P-R SS Lines	
Detroit Tml.	P. & L. E.	
D. T. & I.	P. & W. Va.	
Erie	P. C. & Y.	
Jay St. Conn.	Union Frt.(Boston).	

(h) - Bessemer & Lake Erie - Except Yardmen in Conneaut Yard;

(i) - Boston & Maine	) Includes Car Retarder Operators represented by the Brotherhood of Railroad Trainmen.
C. R. R. of N. J.	
C.R.R. of Pa.	
N.Y. & L.B. RR.	
W. & N. RR Co.	
Erie	
I. H. B.	
L. V.	
NYC-West (Ohio Cent. Div.)	
N. Y. N. H. & H.	

(j) - Detroit & Toledo Shore Line ) Includes Trainmen represented  
Strouds Creek & Muddlety ) by the Order of Railway  
Conductors

(k) - Baltimore & Eastern )  
Lehigh & New England ) Road Conductors only.  
Reading )

(L) - Lehigh Valley - Includes Car Riders at Perth Amboy  
represented by the Brotherhood of Railroad  
Trainmen.

(m) - NYC-West - Includes employees represented by the organization  
indicated on the Ohio Central Division.

(n) - NYC-West - Includes employees represented by the Brother-  
hood of Railroad Trainmen on the Ohio Central  
Division and Federal Valley.

FOOTNOTES - continued -

- (o) - Michigan Central - Includes Conductors on the Canada Division represented by the Brotherhood of Railroad Trainmen.
- (p) - C.C.C. & St. L. ) Includes Car Retarder Operators,  
Peoria & Eastern ) Motor Car Operators represented by  
L. & J. B. & RR ) the Brotherhood of Railroad Trainmen.
- (q) - Indiana Harbor Belt - Includes Yard Conductors represented by the Brotherhood of Railroad Trainmen.
- (r) - Pennsylvania - Includes Hump Motor Car Operators and Car Retarder Operators represented by the Brotherhood of Railroad Trainmen.
- (s) - Reading - Includes Car Droppers at Port Reading and Chauffeurs represented by the Brotherhood of Railroad Trainmen.

FOR THE CARRIERS:

J. V. E. Jones

FOR THE EMPLOYEES:

Geo. B. Hooper  
Brotherhood of Locomotive Engineers

G. J. Hoff  
Brotherhood of Locomotive Firemen  
and Enginemen

W. Young  
Order of Railway Conductors

W. M. Tucker  
Brotherhood of Railroad Trainmen

A. J. Glavin  
Switchmen's Union of North America

EXHIBIT B

WESTERN RAILROADS

LIST OF CARRIERS AS REPRESENTED BY THE WESTERN CARRIERS' CONFERENCE COMMITTEE-1949 IN CONNECTION WITH (1) NOTICES DATED NOVEMBER 18, 1948, SERVED BY THE ORDER OF RAILWAY CONDUCTORS AND BROTHERHOOD OF RAILROAD TRAINERS, AND (2) NOTICES DATED NOVEMBER 30, 1948 SERVED BY THE BROTHERHOOD OF LOCOMOTIVE ENGINEERS, BROTHERHOOD OF LOCOMOTIVE FIREMEN AND ENGINEERS AND SWITCHMEN'S UNION OF NORTH AMERICA, REQUESTING CERTAIN CHANGES IN THE CONSOLIDATED UNIFORM VACATION AGREEMENT, SIGNED JUNE 6, 1945, AND EFFECTIVE JULY 1, 1945 TO THE EXTENT INDICATED THEREIN; AND IN CONNECTION WITH NOTICES SERVED ON OR ABOUT THE SAME DATES BY INDIVIDUAL WESTERN RAILROADS UPON EMPLOYEES REPRESENTED BY THE BEFORE-MENTIONED ORGANIZATIONS REQUESTING CERTAIN CHANGES IN SAID VACATION AGREEMENT.

(Authorization is co-extensive with the provisions of current schedule agreements applicable to the employees represented by the organizations listed above.)

CARRIERS	B of LE	B of LF & E	O of RC	B of RT	SU of NA
Alton & Southern RR		1-x		x	
Atchison, Topoka & Santa Fe Ry	x	x	x	2-x	
Gulf, Colorado & Santa Fe Ry	x	x	x	2-x	
Panhandle & Santa Fe Ry	x	x	x	2-x	
Belt Ry Co. of Chicago	x	x		3-4-x	
Burlington-Rock Island IR	x	x	x	x	
Camas Prairie PP.	6-x	6-x	5-x	5-x	
Chicago & Eastern Illinois RR	x	x		2-7-x	
Chicago & Illinois Midland Ry	x	x		8-x	
Chicago & North Western Ry	x	x	2-4-9-x	4-x	
Chicago & Western Indiana RR	x	x		3-7-x	
Chicago, Burlington & Quincy RR	x	x	x	2-x	
Chicago Great Western Ry	10-x	10-x	x	x	10-x
Chicago, Milwaukee, St. Paul & Pacific RR	x	x	x	2-x	
Chicago, Terre Haute & Southeastern Ry	x	x	x	2-x	
Chicago, Rock Island & Pacific RR	x	x	x	2-11-x	x
Chicago, St. Paul, Minneapolis & Omaha Ry	x	x	12-x	2-x	
Colorado & Southern Ry	x	x		2-3-7-x	
Colorado & Wyoming Ry	x	1-x		3-7-x	

CARRIERS	B of LE	B of LF & E	O of R C	B of R T	S U of N A
Davenport, Rock Island & North Western Ry		1-x			x
Denver & Rio Grande Western RR		1-x		2-7-x	x
Denver & Rio Grande Western RR (Former D&SL)	x	x	x	x	
Des Moines Union Ry		1-x		x	
Des Moines Union Ry	x	x			
Duluth, Missabe & Iron Range Ry (Iron Range Div.)		x		x	
Duluth, Missabe & Iron Range Ry (Missabe Div.)	13-x	x		x	
Duluth Union Depot and Transfer Company		x		x	
Duluth, Winnipeg & Pacific Ry	x	x		x	
Duluth, Winnipeg & Pacific Ry		1-x		14-x	
East St. Louis Junction RR	x	x		2-x	
Elgin, Joliet & Eastern Ry		x		x	
Fort Worth & Denver City Ry	x	x		x	
Fort Worth & Denver City Ry	x	x		3-x	
Wichita Valley Ry		1-x		2-x	
Galveston, Houston & Henderson RR	x	x	3-15-x		x
Great Northern Ry		x		x	
Green Bay & Western RR	x	x		x	
Kewaunee, Green Bay & Western RR		x			
Gulf Coast Lines - Comprising		x		7-x	
T- Asherton & Gulf Ry	x	x			
T- Asphalt Belt Ry	x	x			
T- Beaumont, Sour Lake & Western Ry		x		x	
T- Houston & Brazos Valley Ry		x		x	
T- Houston North Shore Ry	17-x			x	
T- Houston North Shore Ry	x				
T- Iberia, St. Mary & Eastern RR	x				
T- International-Great Northern RR	x	x			
T- International-Great Northern RR		x			
T- New Iberia & Northern RR	x			x	
T- New Orleans, Texas & Mexico Ry	18-x			x	
T- Orange & Northwestern RR	17-x			x	
T- Orange & Northwestern RR	x	x			
T- Rio Grande City Ry	x	x		16-x	
T- Rio Grande City Ry		x			
T- St. Louis, Brownsville & Mexico Ry	x	x		x	
T- San Antonio Southern Ry	x	x		7-x	
T- San Antonio, Uvalde & Gulf RR	x	x			
T- San Benito & Rio Grande Valley Ry	x	x			
T- Sugar Land Ry	x	x		x	

CARRIERS	B of LE	B of L F & E	O of RC	B of RT	SU of NA
Houston Belt & Terrinal Ry	19-x	20-x		3-x	
Illinois Central RR	x	x	x	2-4-21-x	
Kansas City Southern Ry	x	x	x	x	
Kansas City Terminal Ry		1-x		x	
King Street Passenger Station				x	
Los Angeles Junction Ry	17-x	23-x	x	3-x	
Louisiana & Arkansas Ry	x	1-x	x	22-x	
Manufacturers Ry	x	x	x	x	
Midland Valley RR	x	x	x	3-x	
Kansas, Oklahoma & Gulf Ry	x	x	x	x	
Oklahoma City-Ada-Atoka Ry	x	x	24-x		
Minneapolis & St. Louis Ry	x	x	x	x	x
Railway Transfer Co. of City of Mpls.		1-x			x
Minneapolis, St. Paul & Sault Ste. Marie RR	x	x	x	x	
T- Duluth, South Shore & Atlantic Ry	x	x	x	x	
T- Mineral Range RR	x	x	x	x	
Minnesota Transfer Ry	x	1-x		x	
Missouri-Kansas-Texas RR	x	x	x	2-3-x	
Missouri-Kansas-Texas RR Co. of Texas	x	x	x	2-3-x	
T-Missouri Pacific RR	x	x	x	2-x	
Missouri-Illinois RR		1-x	x	x	
Northern Pacific Ry	x	x	25-x	2-x	
Northern Pacific Terminal Company of Oregon	x	x			x
Northwestern Pacific RR	x	x	x	x	
Ogden Union Railway & Depot Co.	x	x		x	
Oregon, California & Eastern Ry	x	x	26-x		
Peoria & Pekin Union Ry		1-27-x		3-x	
Port Terminal Railroad Association		1-x		x	
St. Joseph Terminal RR		1-x		28-x	
St. Louis-San Francisco Ry	x	x	x	2-x	
St. Louis, San Francisco & Texas Ry	x	x	x	2-x	
St. Louis Southwestern Ry	x	x		3-7-x	
St. Louis Southwestern Ry. Co. of Texas	x	x		3-7-x	
St. Paul Union Depot Co.	x	x			x



CARRIERS	B of LE	B of LF & E	O of RC	B of RT	S U of N A
Salt Lake City Union Depot & RR Co.	X	X	29-X	30-X	X
San Diego & Arizona Eastern Ry		1-X			X
Sioux City Terminal Ry					X
Southern Pacific Co. (Pacific Lines) - Excluding former El Paso & Southwestern System	33-X	X	X	30-31-32-X	
Sou. Pac. Co.-Former El Paso & Southwestern System	X	X	X	X	
Sou. Pac. Co. (Pacific Lines) Former Arizona					
Eastern RR Co. - Phoenix District	X				
Spokane, Portland & Seattle Ry	X	X	X	2-X	
Oregon Electric Ry	X	X	X	2-X	
Oregon Trunk Ry	X	X	X	2-X	
Terminal Railroad Association of St. Louis	X	X			
Texas & New Orleans RR	X	X		2-3-7-34-X	
Texas & Pacific Ry	X	X	X	2-3-X	
Abilene & Southern Ry	X	X	X	X	
Fort Worth Belt Ry		1-X		X	
Texas-New-Mexico Ry		1-X	X	X	
Texas Short Line Ry	X	X			
Weatherford, Mineral Wells & Northwestern Ry	X	X	X	X	
Texas Mexican Ry	X	X		7-X	
Texas Pacific-Mo. Pac. Ter. RR of N. O.	X	X		3-X	
Toledo, Peoria & Western RR		1-X		3-7-X	
Union Pacific RR	36-X	X	X	2-35-X	
Union Railway Co. (Memphis)		1-X		3-X	
Union Terminal Co. (Dallas)		1-X		3-X	
Wabash RR (Lines West of Detroit)	X	X	X	2-37-X	
Wabash RR Lines East of Detroit (Buffalo Division)	X	X		38-X	
Western Pacific RR	X	X	X	2-X	X

- NOTES:**
- 1 - Authorization includes Engineers.
  - 2 - Authorization includes Dining Car Stewards.
  - 3 - Authorization includes Yardmasters.
  - 4 - Authorization includes Car Retarder Operators.
  - 5 - Authorization includes only such employees covered by Northern Pacific Conductors' Schedule, and Northern Pacific Train and Yardmen's Schedule.
  - 6 - Authorization includes only such employees covered by Northern Pacific Engineers' and Firemen's Schedules.
  - 7 - Authorization includes Road Conductors.
  - 8 - Authorization includes Conductors, Assistant Conductors and Ticket Collectors.
  - 9 - Authorization includes Yard Foremen, Chicago Switching District.
  - 10 - Authorization includes South St. Paul Terminal.
  - 11 - Authorization includes Suburban Collectors.
  - 12 - Authorization does not include the classes of Dining Car Chefs, and Second and Third Cooks.
  - 13 - Authorization includes Shop Motor Car Operators.
  - 14 - Authorization includes Asst. Gen. Yardmasters, Yardmasters and Asst. Yardmasters.
  - 15 - Authorization includes Dining Car Chefs and Cooks.
  - 16 - Authorization covers Engine Foremen only.
  - 17 - Authorization includes Firemen.
  - 18 - Authorization includes Hostlers.
  - 19 - Authorization includes Firemen, Hostlers and Hostler Helpers only.
  - 20 - Authorization includes Engine Foremen only.
  - 21 - Authorization includes Hump Motor Car Operators.
  - 22 - Authorization includes only Flagmen and Yardmen covered by agreement effective December 1, 1931.
  - 23 - Authorization includes only Firemen, Hostlers and Helpers covered by agreement effective November 1, 1931.
  - 24 - Authorization includes Brakemen.
  - 25 - Authorization includes Dining Car Chefs, Cafe Coach Cooks, Dining Car Second, Third and Fourth Cooks.
  - 26 - Authorization includes Road Trainmen.
  - 27 - Authorization includes Motormen and Motorman-Helpers.
  - 28 - Authorization includes Footboard Yardmasters.
  - 29 - Authorization includes Brakemen and Train Baggage-men.
  - 30 - Authorization includes Dining Car and Cafe Car Stewards.
  - 31 - Agreement covering Dining Car Stewards includes former El Paso and Southwestern System.
  - 32 - Authorization includes Ticket Collectors.
  - 33 - Agreement covering Locomotive Engineers excludes Phoenix District of the former Arizona Eastern Railroad.
  - 34 - Authorization includes Bus Drivers (New Orleans).



S O U T H E A S T E R N R A I L R O A D S

Which Have Authorized Their Representation By

SOUTHEASTERN CARRIERS' COMMITTEE ON VACATION PROPOSALS - OPERATING EMPLOYEES

IN THE MATTER OF PROPOSALS FOR CERTAIN CHANGES IN THE CONSOLIDATED UNIFORM VACATION AGREEMENT OF JUNE 6, 1945, SUBMITTED ON BEHALF OF CONDUCTORS AND TRAINMEN UNDER DATE OF NOVEMBER 18, 1948

and  
ENGINEERS AND FIREMEN UNDER DATE OF NOVEMBER 30, 1948

AND  
PROPOSAL FOR REVISION OF SAID AGREEMENT SUBMITTED BY SUCH RAILROADS BETWEEN NOVEMBER 18 and DECEMBER 9, 1948

Such authority being limited to those employee groups whose rates of pay and working conditions are governed by existing schedule agreements covering the crafts or classes represented by the respective organizations indicated by ✓, and on behalf of and to which groups such proposals were submitted

Railroads	BLE	BLF&E	ORC	BRT	Remarks
Atlantic Coast Line	✓	✓	✓	✓	(a) Includes Hocking Div.
Atlanta & West Point	✓	✓	✓	✓	
Western Railway of Alabama	✓	✓	✓	✓	
Atlanta Joint Terminals	✓	✓	✓	✓	(b) In trusteeship. Any commitment on its behalf is subject to court approval.
Central of Georgia	✓	✓	✓	✓	
Charleston & Western Carolina	✓	✓	✓	✓	
Chesapeake & Ohio-Chesapeake Dist. (a)	✓	✓	✓	✓	
Clinchfield	✓	✓	✓	✓	
Florida East Coast (b)	✓	✓	✓	✓	
Georgia	✓	✓	✓	✓	(c) Includes Eastern & Western Divisions. (formerly Alton R.R.)
Gulf Mobile & Ohio (c)	✓	✓	✓	✓	
Jacksonville Terminal	✓	✓	✓	✓	
Kentucky & Indiana Terminal	✓	✓	✓	✓	(d) Includes Potomac Yard.
Louisville & Nashville	✓	✓	✓	✓	
Nashville, Chattanooga & St. Louis	✓	✓	✓	✓	
Norfolk & Portsmouth Belt Line	✓	✓	✓	✓	
Norfolk Southern	✓	✓	✓	✓	(e) Includes State University R.R.
Norfolk & Western	✓	✓	✓	✓	
Richmond, Fredericksburg & Potomac (d)	✓	✓	✓	✓	(f) Includes Woodstock & Blocton Ry.
Seaboard Air Line	✓	✓	✓	✓	
Southern (e)	✓	✓	✓	✓	
Alabama Great Southern (f)	✓	✓	✓	✓	
Cin. Burnside & Cumberland River	✓	✓	✓	✓	
Cin. New Orleans & Texas Pacific	✓	✓	✓	✓	
Georgia Southern & Florida	✓	✓	✓	✓	
Harriman & Northeastern	✓	✓	✓	✓	
New Orleans & Northeastern	✓	✓	✓	✓	
New Orleans Terminal	✓	✓	✓	✓	
St. Johns River Terminal	✓	✓	✓	✓	
Tennessee Central	✓	✓	✓	✓	
Virginian		✓	✓	✓	

*A. Bier* For Railroads  
*Geo. B. Hooper* B. of L.E.  
*W. S. Sapp* B. of L.F.&E.  
*W. J. Young* O. of R.C.  
*M. Macken* B. of R.T.

April 21, 1949

MEMORANDUM

Chicago, Illinois, April 29, 1949

Referring to agreement, signed this date, between employees represented by the Brotherhood of Locomotive Engineers, Brotherhood of Locomotive Firemen and Enginemen, Order of Railway Conductors, Brotherhood of Railroad Trainmen, and the Switchmen's Union of North America, and Carriers represented by the Eastern, Western and Southeastern Carriers' Conference Committees, with respect to vacations with pay:

In computing basic days in miles or hours paid for, as provided in Section 1 of said agreement, the parties agree that the following interpretations shall apply:

1. A trainman in passenger service, on a trip of 300 miles, upon which no overtime or other allowances accrue, will be credited with two basic days.
2. An employee in freight service on a run of 125 miles, upon which no overtime or other allowances accrue, will be credited with 1-1/4 basic days.
3. An employee in freight service on a run of 125 miles, with total time on duty of 14 hours on the trip, will be credited with 1-3/4 basic days.
4. An employee in yard service working 12 hours will be credited with 1-1/2 basic days.
5. An employee in freight service, run-around and paid 50 miles for same, will be credited with 1/2 basic day.
6. An employee in freight service, called and released and paid 50 miles for same, will be credited with 1/2 basic day.
7. An employee in freight service, paid no overtime or other allowances, working as follows:

1st trip,	150 miles
2nd trip,	140 miles
3rd trip,	120 miles
4th trip,	150 miles
5th trip,	<u>140 miles</u>
Total	700 miles

will be credited with seven basic days.

8. An employee in freight service makes trip of 80 miles in 8 hours or less, for which he is paid 100 miles, will be credited with 1 basic day.

9. An engineman in passenger service makes a trip of 100 miles or less in 5 hours, will be credited with 1 basic day.
10. An engineman in short-turn-around passenger service, makes a trip of 100 miles or less, on duty eight hours within a spread of nine hours, will be credited with 1 basic day.
11. A trainman in short-turn-around passenger service, makes a trip of 150 miles or less, on duty eight hours within a spread of nine hours, will be credited with 1 basic day.
12. A trainman in short-turn-around passenger service, makes a trip of 150 miles or less, total spread of time 10 hours, on duty eight hours within the first nine hours, will be credited with 1-1/8 basic days.
13. An employee in freight service, deadheading is paid 50 miles for same, will be credited with 1/2 basic day.
14. An employee is paid eight hours under the held-away-from-home terminal rule, will be credited with 1 basic day.
15. An employee is allowed one hour as arbitrary allowance, will be credited with 1/8 basic day.

Grand Chief Engineer  
Brotherhood of Locomotive Engineers

Asst. President  
Brotherhood of Locomotive Firemen and  
Enginemen

Vice President  
Order of Railway Conductors

President  
Brotherhood of Railroad Trainmen

Intl. President  
Switchmen's Union of North America

Chairman  
Western Carriers' Conference Committee

Chairman  
Eastern Carriers' Conference Committee

Chairman  
Southeastern Carriers' Conference Committee