

## A G R E E M E N T

This Agreement made this 21st day of November 1947, 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 employes shown thereon and represented by the ORDER OF RAILWAY CONDUCTORS and BROTHERHOOD OF RAILROAD TRAINMEN through their Conference Committees.

WITNESSETH:

Pursuant to Items First, Second, Third and Fourth of Memorandum of Understanding made and executed by the parties hereto in Chicago, Ill., on the 14th day of November 1947, and in final disposition of such items, IT IS AGREED:

### Section 1.

#### Item - First - Passenger Service - Overtime

That part of the present short turnaround passenger service rule relating to the spread of hours shall be revised to provide:

Conductors and Trainmen on short turnaround passenger runs, no single trip of which exceeds 80 miles, including suburban and branch line service, shall be paid overtime for all time actually on duty, or held for duty in excess of eight (8) hours (computed on each run from the time required to report for duty to the end of that run) within nine (9) consecutive hours; and also for all time in excess of nine (9) consecutive hours computed continuously from the time first required to report to the final release at the end of the last run. Time shall be counted as continuous service in all cases where the interval of release from duty at any point does not exceed one hour. This rule applies regardless of mileage made. For calculating overtime under this rule, the Management may designate the initial trip.

Existing rules or practices providing for the splitting of overtime shall be eliminated.

This shall be effective January 1, 1948, except on such roads as the Employes' Committee may elect to preserve existing rules and so notifies such carrier on or before December 20, 1947.

(Examples and answers except those which must be changed to conform with the above shall remain in effect).

Item - Second - Basic Daily Rate - Yard Conductors (Foremen)

The basic daily rate for Yard Conductors (Foremen) shall be determined by adding eighty-five cents (85¢) to the basic daily rate paid to Yard Trainmen (Helpers).

This shall be effective January 1, 1948, except on such roads as the Employees' Committee may elect to preserve existing rules and so notifies such carrier on or before December 20, 1947.

Item - Third - Held At Other Than Home Terminal

Present rules relating to pay for time held at other than home terminal shall be revised to provide as follows:

Conductors and Trainmen in pool freight and in unassigned service held at other than home terminal will be paid on the minute basis for the actual time so held after the expiration of sixteen hours from the time relieved from previous duty at a rate per hour of 1/8th of the daily rate paid them for the last service performed. If held sixteen hours after the expiration of the first twenty-four hour period from the time relieved, they will be paid for the actual time so held during the next succeeding eight hours, or until the end of the second twenty-four hour period, and similarly for each twenty-four hour period thereafter.

Should a Conductor or Trainman be called for service or ordered to deadhead after pay begins, held away from home terminal time shall cease at the time pay begins for such service or deadheading.

Payments accruing under this rule shall be paid for separate and apart from pay for the subsequent service or deadheading.

For the purpose of applying this rule the railroad will designate a home terminal for each crew in pool freight and in unassigned service.

This shall be effective January 1, 1948, except on such roads as the Employees' Committee may elect to preserve existing rules and so notifies such carrier on or before December 20, 1947.

Item - Fourth - Daily Earnings Minima for Yard Service Employees

In yard service, the earnings from straight time and overtime for each date service is performed shall be not less than the following:

Yard Conductors (Foremen)	\$12.31
Yard Brakemen (Helpers)	11.46
Switchtenders	9.91

(NOTE) - Starting time of shift governs date service is performed. For the purposes of this rule a crew on a 12:00 Midnight - 8:00 A.M. shift will be considered as having performed service on the date previous to that on which the work terminated.

Item - Fourth - Daily Earnings Minima for Yard Service Employees - CONTINUED -

In cases where other than standard rates exist on January 1, 1948 on certain railroads for Yard Conductors (Foremen), Yard Brakemen (Helpers) or Switchtenders, the question of daily earnings minima may become a subject of negotiations on the individual carriers. Similar negotiations may be had as to Hump Motor Car Operators represented by the organizations signatory hereto.

Where (1) Switchtenders are paid the Yard Brakeman (Helper) or Yard Conductor (Foreman) rate, or, (2) where Yard Brakemen (Helpers) are paid the Yard Conductor (Foreman) rate, the daily earnings minima for the class governing the rate paid shall apply.

This shall be effective January 1, 1948, except on such roads as the Employees' Committee may elect to preserve existing rules and so notifies such carrier on or before December 20, 1947.

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Section 2

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

Section 3

Any dispute or controversy arising before January 1, 1949, on any carrier as to interpretation or application of any of the terms of this agreement, and not settled on such carrier, shall be referred jointly, or by either party, for decision to a committee, the carrier members of which shall be six members of the Carriers' Conference Committees signatories hereto, or their successors, and the employee members of which shall be three representatives selected by each of the two organizations signatories hereto, or their representatives, or successors. In event of failure of said committee 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 by arbitration as provided for herein, shall be final and binding as an interpretation or application of this agreement.

Section 4

This agreement shall be construed as a separate agreement by and on behalf of each carrier party hereto and its employees represented by the labor organizations described above; and shall remain in effect until changed or modified in accordance herewith under the provisions of the Railway Labor Act, as amended.

SIGNED AT CHICAGO, ILLINOIS, THIS TWENTY-FIRST DAY OF NOVEMBER, 1947.

For the participating carriers listed in Exhibit A.

H. A. Enoch  
H. A. Enoch Chairman

G. H. Calley  
G. H. Calley

L. W. Horning  
L. W. Horning

P. W. Johnston  
P. W. Johnston

E. B. Perry  
E. B. Perry

For the participating carriers listed in Exhibit B:

D. P. Loomis  
D. P. Loomis Chairman

C. R. Tucker  
C. R. Tucker

E. J. Connors  
E. J. Connors

C. P. King  
C. P. King

F. B. Whitman  
F. B. Whitman

For the participating carriers listed in Exhibit C:

J. B. Parrish  
J. B. Parrish Chairman

C. D. Mackey  
C. D. Mackey

W. S. Baker  
W. S. Baker

H. A. Benton  
H. A. Benton

F. K. Day, Jr.  
F. K. Day, Jr.

For the employees represented by the participating labor organizations:

Order of Railway Conductors:  
R. O. Hughes  
R. O. Hughes Vice President

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

George M. Dunn  
George M. Dunn, Sec. Dist. No. 1.

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

Edward J. Tallman  
Edward J. Tallman, Sec. Dist. No. 2

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

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

Brotherhood of Railroad Trainmen:

S. R. Harvey  
S. R. Harvey Asst. Pres.

F. W. Coyle  
F. W. Coyle Vice Pres.

H. F. Sites  
H. F. Sites, Chairman, Rules Comm.

S. Vander Hei  
S. Vander Hei, Secy. Rules Comm.

E. R. Bryan  
E. R. Bryan, Member, Rules Comm.

R. E. Thacker  
R. E. Thacker, Member, Rules Comm.

Charles Decker  
Charles Decker, Member, Rules Comm.

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

EASTERN RAILROADS REPRESENTED BY THE EASTERN CARRIERS' CONFERENCE COMMITTEE IN THE HANDLING OF REQUEST CONTAINED IN NOTICES, DATED JUNE 20, 1947, SERVED UPON RAILROADS BY THE ORDER OF RAILWAY CONDUCTORS AND THE BROTHERHOOD OF RAILROAD TRAINMEN TO SECURE CERTAIN CHANGES IN AGREEMENTS COVERING RATES OF PAY, RULES AND WORKING CONDITIONS OF TRAIN AND YARD SERVICE EMPLOYEES, DINING CAR STEWARDS AND YARDMASTERS; ALSO, NOTICES SERVED SAME DATE BY THE INDIVIDUAL RAILROADS ON REPRESENTATIVES OF THE EMPLOYEES IN TRAIN AND YARD SERVICE COVERING CHANGES IN, AND ESTABLISHMENT OF, CERTAIN RULES.

(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	OofRC	BofRT	Dining Car Stewards		Yardmasters	
			ORC	BRT	ORC	BRT
	1	2	3	4	5	6
Akron, Canton & Youngstown Railroad Co. Ann Arbor Railroad Company	x	(a) x				x
Baltimore & Ohio Railroad Company B & O Chicago Terminal RR Co. Curtis Bay Railroad Co.	x	x x x		x		
Bessemer & Lake Erie Railroad Company Boston and Maine Railroad Brooklyn Eastern District Terminal Bush Terminal Railroad Company	x	(d) (a)(c) (a) (a)				
<u>Canadian National Railways</u> Canadian Natl. Rys.-Lines in N.E. Champlain & St. Lawrence Railroad United States & Canada Railroad St. Clair Tunnel Company	x x x x	x x x x				
Central Vermont Railway Inc. Chesapeake & Ohio Railway Co.- Pere Marquette District (e) Fort Street Union Depot Co. Chicago, Indianapolis & Louisville Ry Co. Chicago Union Station Company Cincinnati Union Terminal Company	x x x x x x	x x x x x				x x x x
Delaware & Hudson Railroad Corporation Delaware, Lackawanna & Western RR Co. Detroit and Toledo Shore Line RR Co. Detroit Terminal Railroad Company Erie Railroad Company	x (b)	x (a) (a) (a)(c)		x x	x x	x
Grand Trunk Western Railroad Company Huntingdon & Broad Top Mt. RR & Coal Co. Lake Terminal Railroad Company Lehigh & New England Railroad Co.	x x x	x (a) (a) x		x		x x x
Lehigh Valley Railroad Company Maine Central Railroad Company Portland Terminal Company McKeesport Connecting Railroad Monongahela Railway Company Montour Railroad Company	x x x x	(f) (a) x (a) x (a)		x		x x

R a i l r o a d	OofRC	BofRT	Dining Car Stewards		Yardmasters	
			ORC	BRT	ORC	BRT
			1	2	3	4
New York Central RR(Full Line Agreements)				x		
NYC RR - Buffalo and East	x	x				
NYC RR - West of Buffalo	(h)	(i)				(j)
Michigan Central Railroad	x	(k)				
C. C. C. & St. L. Railway	x	(L)				
Peoria & Eastern Railway	x	(L)				
L. & J. B. & Railroad		(L)				
Boston & Albany Railroad	x	x				
Indiana Harbor Belt Railroad		(c)				
Chicago River & Indiana (C.J.Ry.)		x				
Pittsburgh & Lake Erie RR(L.&E.)		x				
Cleveland Union Terminals		x				
New York, Chicago & St. Louis RR Co.	x	x				
New York Dock Railway	x	(a)				
New York, New Haven & Hartford RR Co.		(a)(c)		x		
Northampton & Bath Railroad Co.		(a)				x
Pennsylvania Railroad Company		(a)(m)		x		
Baltimore & Eastern Railroad Co.	x	x				
Long Island Rail Road Company		(a)(n)				
Pennsylvania-Reading Seashore Lines		(a)				x
Pittsburgh & West Virginia Railway Co.		(a)			x	
Pittsburgh, Chartiers & Youghiogheny Ry.		(a)				
Reading Company	x	(g)				x
River Terminal Railway Co.		(a)				
Staten Island Rapid Transit Railway	x	x				x
Union Depot Co. (Columbus, Ohio)		x				
Union Freight RR Co. (Boston)		(a)				
Washington Terminal Company		x				
Wheeling & Lake Erie Railway Co.	x	x				
Lorain & West Virginia Railway Co.	x	x				

FOOTNOTES:

- |                             |                    |   |
|-----------------------------|--------------------|---|
| (a) - A. C. & Y.            | Montour            | } |
| Boston & Maine              | New York Dock      |   |
| B. E. D. T.                 | N.Y., N.H. & H.    |   |
| Bush Tml.                   | Northampton & Bath |   |
| D. L. & W.                  | Pennsylvania       |   |
| Detroit Tml.                | Long Island        |   |
| Erie                        | P-R SS Lines       |   |
| H. & B. T. Mt. RR & Cl. Co. | P. & W. Va.        |   |
| Lake Tml.                   | P. C. & Y.         |   |
| Maine Cent.                 | River Terminal     |   |
| McKeesport Conn.            | Un. Frt. (Boston)  |   |

Includes Conductors represented by the Brotherhood of Railroad Trainmen.

FOOTNOTES - continued -

(b) - - Detroit & Toledo Shore Line

Includes Trainmen represented by the Order of Railway Conductors.

(c) - - Boston & Maine

Erie

I. H. B.

N.Y., N.H., & H.

Includes Car Retarder Operators represented by the Brotherhood of Railroad Trainmen.

(d) - - Bessemer & Lake Erie

Except Yardmen in Conneaut Yard.

(e) - - C. & O. (Pere Marquette District)

Authorization for the Eastern Carriers' Conference Committee to represent the Pere Marquette District - Chesapeake & Ohio Railway Company is limited as follows:

"The authority herein given is expressly restricted and limited by excepting and excluding therefrom all power and authority to consider, discuss, handle or make any settlement or disposition concerning Sections 33 and 34, or either of them, which are included in the 'Proposition' containing forty-five separately numbered sections submitted by representatives of the employees as outlined above or any other matter concerning train length, doubleheading and helper service, or any of them, and the Railway Company named below hereby expressly reserves unto itself exclusive power and right to make any and all decisions concerning or affecting said excepted matters."

(f) - - Lehigh Valley

Includes Car Riders represented by the Brotherhood of Railroad Trainmen.

(g) - - Reading Company

Includes Car Droppers at Port Reading and Chauffeurs represented by the Brotherhood of Railroad Trainmen.

(h) - - NYC-West

Includes employees represented by the organization indicated on the Ohio Central Division.

(i) - - NYC-West

Includes employees represented by the Brotherhood of Railroad Trainmen on the Ohio Central Division and Federal Valley.

FOOTNOTES - continued - -

(j) - - NYC West

Yardmasters represented by the Brotherhood of Railroad Trainmen on the Ohio Central Division only.

(k) - - Michigan Central

Includes Conductors on the Canada Division represented by the Brotherhood of Railroad Trainmen.

(L) - - C. C. C. & St. L. )  
          Peoria & Eastern )  
          L. & J. B. & RR )

Includes Car Retarder Operators, Motor Car Operators represented by the Brotherhood of Railroad Trainmen.

(m) - - Pennsylvania RR

Includes Hump Motor Car Operators and Car Retarder Operators represented by the Brotherhood of Railroad Trainmen.

(n) - - Long Island Rail Road

Includes Guards represented by the Brotherhood of Railroad Trainmen.

FOR THE CARRIERS:

J. E. Jones

FOR THE EMPLOYEES:

A. Young  
Order of Railway Conductors

D. J. Brooks  
Brotherhood of Railroad  
Trainmen



## WESTERN RAILROADS

LIST OF CARRIERS AS REPRESENTED BY THE WESTERN CARRIERS' CONFERENCE COMMITTEE-1947, AND THEIR EMPLOYEES REPRESENTED BY THE ORDER OF RAILWAY CONDUCTORS AND BROTHERHOOD OF RAILROAD TRAINMEN AS INDICATED BY "X", IN CONNECTION WITH NOTICES, DATED ON OR ABOUT JUNE 20, 1947 SERVED UPON CERTAIN WESTERN RAILROADS TO SECURE CERTAIN CHANGES IN AGREEMENTS COVERING RATES OF PAY, RULES AND WORKING CONDITIONS OF TRAIN AND YARD SERVICE EMPLOYEES, DINING CAR STEWARDS AND YARD-MASTERS; ALSO, NOTICES COVERING CHANGES IN AND ESTABLISHMENT OF CERTAIN RULES AS SERVED ON REPRESENTATIVES OF THE EMPLOYEES IN TRAIN AND YARD SERVICE BY THE INDIVIDUAL RAILROADS ON OR ABOUT JUNE 20, 1947.

(AUTHORIZATION IS CO-EXTENSIVE WITH THE PROVISIONS OF CURRENT SCHEDULE AGREEMENTS APPLICABLE TO THE EMPLOYEES REPRESENTED BY THE ORGANIZATIONS LISTED ABOVE.)

CARRIERS	O C F R C		B O F R T	
	1	2	2	3
ATCHISON, TOPEKA & SANTA FE RY	X			X
GULF, COLORADO & SANTA FE RY	X			X
PANHANDLE & SANTA FE RY	X			X
BELT RY CO. OF CHICAGO				1-X
BURLINGTON-ROCK ISLAND RR	X			X
CAMAS PRAIRIE RR	X			X
CHICAGO & EASTERN ILLINOIS RR				2-3-X
CHICAGO & ILLINOIS MIDLAND RY				3-X
CHICAGO & NORTH WESTERN RY	2-4-X			X
CHICAGO & WESTERN INDIANA RR				1-X
CHICAGO, BURLINGTON & QUINCY RR	X			2-5-X
CHICAGO GREAT WESTERN RY (INC. S.ST.PAUL TERM'L)	X			X
CHICAGO, MILWAUKEE, ST. PAUL & PACIFIC RR	X			2-X
CHICAGO, TERRE HAUTE & SOUTHEASTERN RY	X			2-X
T-CHICAGO, ROCK ISLAND & PACIFIC RY	X			2-X
CHICAGO, ST. PAUL, MINNEAPOLIS & OMAHA RY	6-X			2-X
COLORADO & SOUTHERN RY				2-3-7-X
COLORADO & WYOMING RY				3-8-9-X
DENVER & RIO GRANDE WESTERN RR				2-3-X
DENVER & RIO GRANDE WESTERN RR (FORMER DSL)	X			X
DES MOINES UNION RY				X
DULUTH, MISSABE & IRON RANGE RY (IRON RANGE DIV.)	X			1-X
DULUTH, " " " " " (MISSABE DIV.)	10-X			1-10-X
DULUTH, WINNIPEG & PACIFIC RY	X			X
EAST ST. LOUIS JUNCTION RR				X
ELGIN, JOLIET & EASTERN RY	X			1-X
FORT WORTH & DENVER CITY RY	X			2-X
WICHITA VALLEY RY	X			X
GALVESTON, HOUSTON & HENDERSON RR				X
GREAT NORTHERN RY	1-6-X			2-X
GREEN BAY & WESTERN RR	X			X
KEWAUNEE, GREEN BAY & WESTERN RR	X			X
GULF COAST LINES - COMPRISING				
T- ASHERTON & GULF RY	X			X
T- ASPHALT BELT RY				3-X
T- BEAUMONT, SOUR LAKE & WESTERN RY	X			X
T- HOUSTON & BRAZOS VALLEY RY	X			X
T- HOUSTON NORTH SHORE RY	X			X
T- IBERIA, ST. MARY & EASTERN RR	X			
T- INTERNATIONAL-GREAT NORTHERN RR	X			1-X
T- NEW IBERIA & NORTHERN RR	X			
T- NEW ORLEANS, TEXAS & MEXICO RY	X			X
T- ORANGE & NORTHWESTERN RR	X			X
T- RIO GRANDE CITY RY	X			
T- ST. LOUIS, BROWNSVILLE & MEXICO RY	X			11-X
T- SAN ANTONIO SOUTHERN RY	X			X
T- SAN ANTONIO, UVALDE & GULF RR				3-X
T- SAN BENITO & RIO GRANDE VALLEY RY	X			
T- SUGAR LAND RY	X			X

CARRIERS	O O F R C	B O F R T
	1	2
HOUSTON BELT & TERMINAL RY		1-X
ILLINOIS CENTRAL RR	12-X	12-X
CHICAGO & ILLINOIS WESTERN RR		12-X
KANSAS CITY SOUTHERN RY	13-X	13-14-X
KANSAS CITY TERMINAL RY		X
LOS ANGELES JUNCTION RY		1-X
LOUISIANA & ARKANSAS RY	X	1-X
MANUFACTURERS RY		X
MIDLAND VALLEY RR	X	1-X
KANSAS, OKLAHOMA & GULF RY	X	X
OKLAHOMA CITY-ADA-ATOKA RY	15-X	
MINNEAPOLIS & ST. LOUIS RY	X	X
MINNEAPOLIS, ST. PAUL & SAULT STE. MARIE RR	X	X
T- DULUTH, SOUTH SHORE & ATLANTIC RY	X	X
T- MINERAL RANGE RR	X	X
MINNESOTA TRANSFER RY		X
MISSOURI-KANSAS-TEXAS RR	X	1-2-X
MISSOURI-KANSAS-TEXAS RR CO. OF TEXAS	X	1-2-X
T-MISSOURI PACIFIC RR	X	2-X
NORTHERN PACIFIC RY	16-X	2-17-X
NORTHERN PACIFIC TERMINAL CO. OF OREGON		X
NORTHWESTERN PACIFIC RR	X	X
ODDEN UNION RY. & DEPOT CO.		X
OREGON, CALIFORNIA & EASTERN RY	15-X	
PEORIA & PEKIN UNION RY		1-X
PORT TERMINAL RAILROAD ASSOCIATION		X
ST. JOSEPH TERMINAL RR		X
ST. LOUIS-SAN FRANCISCO RY	X	2-X
ST. LOUIS, SAN FRANCISCO & TEXAS RY	X	2-X
ST. LOUIS SOUTHWESTERN RY		1-3-X
ST. LOUIS SOUTHWESTERN RY. CO. OF TEXAS		1-3-X
SAN DIEGO & ARIZONA EASTERN RY	18-X	2-19-X
SOUTHERN PACIFIC CO. (PACIFIC LINES) - EXCLUDING FORMER		
EL PASO & SOUTHWESTERN SYSTEM	X	2-19-20-X
SOU. PAC. CO.-FORMER EL PASO & SOUTHWESTERN SYSTEM	X	X
SPOKANE, PORTLAND & SEATTLE RY	X	2-X
OREGON ELECTRIC RY	X	X
OREGON TRUNK RY	X	X
TERMINAL RAILROAD ASSOCIATION OF ST. LOUIS		X
TEXAS & NEW ORLEANS RR		1-2-3-X
TEXAS & PACIFIC RY	X	1-2-X
ABILENE & SOUTHERN RY	X	X
FORT WORTH BELT RY		X
TEXAS-NEW MEXICO RY	X	X
TEXAS SHORT LINE RY	X	X
WEATHERFORD, MINERAL WELLS & NORTHWESTERN RY	X	X
TEXAS MEXICAN RY	21-X	21-X
TEXAS PACIFIC-MO. PAC. TER. RR OF N.O.		1-X
UNION PACIFIC RR	X	2-X
UNION RAILWAY CO. (MEMPHIS)		1-X
UNION TERMINAL CO. (DALLAS)		1-X
WABASH RR - LINES WEST OF DETROIT AND TOLEDO	X	2-22-X
WABASH RR - LINES EAST OF DETROIT (BUFFALO DIV.)		23-X
WESTERN PACIFIC RR	X	2-X

- NOTES:
- 1-INCLUDES YARDMASTERS.
  - 2-INCLUDES DINING CAR STEWARDS.
  - 3-INCLUDES CONDUCTORS.
  - 4-INCLUDES YARD FOREMEN, CHICAGO SWITCHING DISTRICT.
  - 5-INCLUDES TAP ROOM STEWARDS.
  - 6-AUTHORIZATION DOES NOT INCLUDE THE CLASSES OF DINING CAR CHEFS, SECOND AND THIRD COOKS.
  - 7-INCLUDES YARDMASTERS AT DENVER, COLORADO.
  - 8-INCLUDES ASSISTANT YARDMASTERS.

NOTES  
CONTINUED:

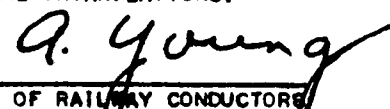

- 9-EXCEPT BLAST FURNACE, OPEN HEARTH AND 12" AND 20" ROLLING MILLS SERVICE.
- 10-THE ORDER OF RAILWAY CONDUCTORS REPRESENTS CONDUCTORS IN ROAD SERVICE AND THOSE USED IN YARD SERVICE EXCEPT IN WHAT IS KNOWN AS "PROCTOR-DULUTH TERMINAL TERRITORY." IN THIS TERRITORY CONDUCTORS OR YARD FOREMEN ARE REPRESENTED BY THE BROTHERHOOD OF RAILROAD TRAINMEN.
- 11-COVERS ENGINE FOREMEN ONLY.
- 12-AUTHORIZATION EXCLUDES EMPLOYEES' PROPOSED RULE NO. 19, CAPTIONED "CONVERSION RULE," AND ITEM 26, CAPTIONED "LOCAL FREIGHT SERVICE," APPEARING IN THE CARRIER'S PROPOSAL OF JUNE 20, 1947.
- 13-APPLIES ALSO TO THE ARKANSAS WESTERN RAILWAY CO., IN SO FAR AS COVERED BY THE RULES OF THE KANSAS CITY SOUTHERN AGREEMENTS.
- 14-CURRENT SCHEDULE BETWEEN THE KANSAS CITY SOUTHERN RAILWAY COMPANY AND BROTHERHOOD OF RAILROAD TRAINMEN, COVERING YARDMEN, PROVIDES THAT NO CHANGE WILL BE MADE IN RATES OF PAY, RULES AND WORKING CONDITIONS PRIOR TO DECEMBER 1, 1947, AND THE AUTHORITY HEREBY GRANTED IS LIMITED TO THAT EXTENT.
- 15-INCLUDES BRAKEMEN.
- 16-AUTHORIZATION DOES NOT INCLUDE THE CLASSES OF DINING CAR CHEFS AND COOKS.
- 17-AUTHORIZATION INCLUDES YARDMEN EMPLOYED BY THE KING STREET PASSENGER TERMINAL AND THE DULUTH UNION DEPOT AND TRANSFER COMPANY COVERED BY THE AGREEMENT BETWEEN THE NORTHERN PACIFIC RAILWAY COMPANY AND BROTHERHOOD OF RAILROAD TRAINMEN EFFECTIVE JUNE 1, 1924.
- 18-INCLUDES BRAKEMEN AND TRAIN BAGGAGEMEN.
- 19-INCLUDES CAFE CAR STEWARDS.
- 20-AGREEMENT COVERING DINING CAR STEWARDS INCLUDES FORMER EL PASO AND SOUTHWESTERN SYSTEM.
- 21-AUTHORIZATION EXCLUDES ITEM 26, CAPTIONED "HOME TERMINAL RULE," APPEARING IN THE CARRIER'S PROPOSAL OF JUNE 20, 1947.
- 22-INCLUDES YARDMEN - CHICAGO SWITCHING DISTRICT.
- 23-COVERS ROAD CONDUCTORS AND ROAD BRAKEMEN ONLY.

NOVEMBER 13, 1947

FOR THE CARRIERS:

  
\_\_\_\_\_

FOR THE ORGANIZATIONS:

  
ORDER OF RAILWAY CONDUCTORS  
  
BROTHERHOOD OF RAILROAD TRAINMEN

SOUTHEASTERN RAILROADS

EXHIBIT C

WHICH HAVE GIVEN AUTHORITY, LIMITED AS HEREINAFTER STATED, TO BE REPRESENTED  
by the

SOUTHEASTERN CARRIERS' CONFERENCE COMMITTEE-1947

IN THE HANDLING OF PROPOSALS SUBMITTED ON OR ABOUT JUNE 20, 1947

by the organizations mentioned below, on behalf of train service employees, for revision of certain rules, and for certain additional rules

and

by such railroads for revision, or elimination, of certain rules and practices, and for certain additional rules.

Such authority is limited to other than, and does not extend to nor include, the matters of or relating to train length, doubleheading and helper service, as set forth in the proposals of the employees and identified therein as Rules numbered 33 and 34, as to which rules no authority whatever has been given to such Conference Committee; and relates only to the employee groups covered by current schedule-agreements, as represented by the organizations indicated by ✓, and on behalf of or to which groups such proposals were submitted.

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

*[Signature]*  
For the Railroads

APPROVED:  
*[Signature]*  
For O. of R.C.

*[Signature]*  
For B. of R.T.