

## A G R E E M E N T

This Agreement made this 12th day of December, 1947, by and between the participating carriers listed in Exhibits A, B and C, attached hereto and hereby made a part hereof, and represented by the Eastern, Western and Southeastern Carriers' Conference Committees, subject to the authority granted to such Committees, and the employees shown thereon and represented by the Order of Railway Conductors and the Brotherhood of Railroad Trainmen through their Conference Committees.

### WITNESSETH:

Pursuant to Item FIFTH of Memorandum of Understanding made and executed by the parties hereto in Chicago, Illinois, on the 14th day of November, 1947, the parties continued negotiations on the proposals described in said Item FIFTH, and in final disposition of the notices served on or about June 20th, 1947, the parties hereto adopt the following:

### Section 1

#### (A) EMPLOYEES' PROPOSAL NO. 5 - OVERTIME FOR EXTRA YARDMEN

Existing rules for regular yardmen and practices thereunder on individual carriers are not changed hereby.

Add following rule for extra men:

#### OVERTIME RATE IN YARD SERVICE - EXTRA MEN

Except as indicated below or when changing off where it is the practice to work alternately days and nights for certain periods, working through two shifts to change off, or where exercising seniority rights, all time worked in excess of eight hours continuous service in a twenty-four hour period shall be paid for as overtime on a minute basis at one and one-half times the hourly rate.

In the application of this rule, the following shall govern:

- a. This rule applies only to service paid on an hourly or daily basis and not to service paid on mileage or road basis.
- b. A tour of duty in road service shall not be used to require payment of such overtime rate in yard service.
- c. An extra man who has had 8 hours rest shall be paid at pro-rata rate for the first tour of duty which begins on a calendar date subsequent to his last former service. Starting time to govern.

NOTE: For the purpose of this rule, a crew on a 12 midnight-8 AM shift will be considered as having performed service on the date previous to that on which the work terminated.

Section 1 - continued -

(A) EMPLOYEES' PROPOSAL NO. 5 - OVERTIME FOR EXTRA YARDMEN - continued

d. An extra man changing to a regular assignment or a regularly assigned man reverting to the extra list shall be paid at the pro rata rate for the first eight hours of work following such change.

e. In cases where a seniority board is in effect and there is a man or men on the board available for work at the pro rata rate, a senior man who exercises his seniority to work two shifts, the second of which would otherwise, under the provisions of this rule, be paid at the overtime rate, shall be paid at the pro rata rate.

f. This agreement shall not affect any existing rule in the schedule of any individual carrier relating to service performed on a succeeding trick when a yard man's relief fails to report at the fixed starting time.

g. This rule shall become effective on February 1, 1948, except on such roads as the employee committee may elect to preserve existing rules and so notifies the carrier on or before January 20, 1948.

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(B) EMPLOYEES' PROPOSAL NO. 16 - FINAL TERMINAL DELAY

Where a Final Terminal Delay Rule is not in effect on a particular carrier and the appropriate Committee or Committees of the Order of Railway Conductors and/or Brotherhood of Railroad Trainmen desire to negotiate such a rule, such negotiations when initiated by either or both Committees will be undertaken for the purpose of adopting a rule.

In the negotiations of such a rule, the following items should be covered:

- (1) The proper point where final terminal time should begin.
- (2) Payments for final terminal delay shall be on the minute basis at a rate per hour of 1/8th of the daily rate.
- (3) When road overtime commences no payment will be made for final terminal delay thereafter.
- (4) A reasonable period before final terminal delay payment begins between time of reaching the designated point and the time of final release which may be expressed, for example, as - -

- (a) a specified period of time,
- (b) a period representing running time, or
- (c) a combination of items (a) and (b).

Section 1 - continued -

(B) EMPLOYEES' PROPOSAL NO. 16 - FINAL TERMINAL DELAY - continued -

- (5) The rule shall apply to road freight and to passenger service except that it will not apply to crews paid on an hourly basis or to pusher, helper, mine run, shifter, roustabout, belt line, transfer, work, wreck, construction, snow plow, circus train, road switcher (district runs) or to local freight service where switching is performed at final terminal in accordance with schedule rules.

NOTE: The question as to what service constitutes a "mine run" as that term is used above shall be determined on each individual railroad by Management and the appropriate General Committees.

- (6) A provision that if an arbitrary allowance is made at the final terminal under some rule, practice or interpretation, there shall be no duplication of payments, but whichever is greater shall be paid.

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(C) EMPLOYEES' PROPOSAL NO. 19 - CONVERSION RULE

1. On any carrier where there is no rule which accomplishes conversion from through freight rate to local freight rate, and the appropriate committee or committees of the Order of Railway Conductors and/or Brotherhood of Railroad Trainmen desire to negotiate such a rule, negotiations will be conducted for the adoption of a rule on the basis of conversion with three or more stops, with appropriate exceptions.

2. On any carrier where there is a rule which accomplishes conversion from through freight rate to local freight rate by limitation upon the number of stops by four or more, such rule will only be changed by reducing the number of stops by one.

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(D) EMPLOYEES' PROPOSAL NO. 43 - UNIFORMS

Where there is no agreement in effect on an individual carrier with respect to sharing in the purchase price of uniforms, and such carrier requires that uniforms be worn by conductors and trainmen, and where the appropriate Committee or Committees of the Order of Railway Conductors and/or Brotherhood of Railroad Trainmen desire to negotiate such an agreement, negotiations will be undertaken to reach an agreement to the effect that the carrier pay a reasonable portion of the purchase price of such uniform as is required by the carrier, but only to the extent of cap, coat, vest and trousers; also uniform overcoat where required by the carrier. The portion to be borne by the carrier to be the subject of negotiation.

Insignia required by the carrier shall be furnished free of charge.

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Section 2

EMPLOYEES' PROPOSAL INVOLVING DAILY RATE, BASIC DAY, OVERTIME  
AND REST DAYS FOR YARDMASTERS

Where rules in effect on an individual carrier do not now provide for (1) an 8-hour day with payment for overtime (not including transfer time) at time and one-half rate; (2) daily rate arrived at by multiplying the monthly rate by 12 and dividing by 313; and (3) one rest day per week, and where the appropriate Committee or Committees of the Order of Railway Conductors and/or Brotherhood of Railroad Trainmen desire to negotiate for such provisions, negotiations will be conducted with a view to adopting such of these provisions or some variation thereof as conditions warrant. Such negotiations may include a fair adjustment in rates of pay where hours per month are reduced.

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Section 3 - DINING CAR STEWARDS

The parties are agreed that negotiations will be continued on the Employees' Proposals affecting Dining Car Stewards.

Section 4

(A) CARRIERS' PROPOSAL NO. 1 - YARD STARTING TIME

Exceptions to starting time rules may be agreed upon by the Managements and General Committees to cover local service requirements.

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(B) CARRIERS' PROPOSAL NO. 2(c) - RIGHT TO ESTABLISH AND ABOLISH YARD  
SERVICE AND YARD ASSIGNMENTS AND TO DESIGNATE AND CHANGE SWITCHING  
LIMITS

1 - ABOLISHMENT OF YARD ASSIGNMENTS

Remanded to individual Managements and General Committees for negotiations whereby the last remaining yard assignment in a particular yard may be abolished where yard service requirements have decreased to a point that abolishment is justified.

2 - SWITCHING LIMITS

Remanded to the individual Managements and General Committees for negotiations which will permit management to change existing switching limits, where yard crews are employed, under certain specified circumstances, as may be agreed upon, to meet conditions on such property to the end that efficient and adequate service may be provided and industrial development facilitated.

Section 4 - continued -

(C) CARRIERS' PROPOSAL NO. 4 - TIME LIMIT ON CLAIMS

The Order of Railway Conductors and the Brotherhood of Railroad Trainmen and the carriers represented by the Eastern, Western and Southeastern Carriers' Conference Committees, 1947, are in accord that - -

1. On a carrier not now having a rule limiting the original presentation of claims for compensation under existing agreements, appropriate committee or committees of the Order of Railway Conductors and/or the Brotherhood of Railroad Trainmen representing the employes involved and proper representatives of the carrier will conduct negotiations for the purpose of adopting such a rule.
2. This paragraph number 2 shall become a part of all schedules, effective February 1, 1948:

Decision by the highest officer designated by the carrier to handle claims shall be final and binding unless within one year from the date of said officer's decision such claim is disposed of on the property or proceedings for the final disposition of the claim are instituted by the employe or his duly authorized representative and such officer is so notified. It is understood, however, that the parties may by agreement in any particular case extend the one year period herein referred to.

3. On carriers where there are no existing rules governing the time limits for all appeals to carrier officers, after the original declination of the claim, the fixing of time limits for the handling of all such appeals is remanded to the individual managements and general committees for negotiations with respect thereto.

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(D) CARRIERS' PROPOSAL NO. 12 - COUPLING AND UNCOUPLING AIR HOSE. RELEASING AIR BRAKES ON CARS ("BLEEDING CARS") PRIOR TO SWITCHING

Withdrawn.

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(E) CARRIERS' PROPOSAL NO. 18 - PAY FOR TIME LOST TO BE REDUCED BY OTHER EARNINGS

Withdrawn.

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Section 4 - continued -

- (F) CARRIERS' PROPOSAL NO. 19 - INTERDIVISIONAL RUNS.  
CARRIERS' PROPOSAL NO. 25 - POOLING OF CABOSES.

The Order of Railway Conductors and the Brotherhood of Railroad Trainmen, and the carriers represented by the Eastern, Western and Southeastern Carriers' Conference Committees, 1947, being desirous of cooperating where train service can be improved and trains expedited by the establishment of Interdivisional or Interseniarity District freight and passenger runs, and the pooling of cabooses, adopt the following:

- (1) Where an individual carrier not now having the right to establish interdivisional or interseniarity district runs considers it advisable to establish the same, appropriate committee or committees of the Order of Railway Conductors and/or the Brotherhood of Railroad Trainmen representing the employees involved and proper representatives of the carrier will conduct negotiations relating thereto.
- (2) Where an individual carrier not now having the right to pool cabooses considers it advisable to establish such pooling, appropriate committee or committees of the Order of Railway Conductors and/or the Brotherhood of Railroad Trainmen representing the employees involved and proper representatives of the carrier will conduct negotiations relating thereto.

A reasonable and practical approach to the problems herein referred to namely - the establishment of interdivisional or interseniarity district freight and passenger runs and the pooling of cabooses - requires that the carriers and the employees definitely recognize each other's fundamental rights, and where necessary, reasonable and fair arrangements should be made in the interest of both parties.

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Section 5

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

SIGNED AT CHICAGO, ILLINOIS, THIS TWELFTH DAY OF DECEMBER, 1947.

For the participating carriers listed in Exhibit A.

H. A. Enochs  
H. A. Enochs Chairman

G. H. Coley  
G. H. Coley

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. E. Parrish  
J. E. Parrish Chairman

C. D. Mackay  
C. D. Mackay

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. B. Bryn  
E. B. Bryn, Member, Rules Comm.

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

Charles Decker  
Charles Decker, Member, Rules Comm.

EASTERN RAILROADS

EXHIBIT A

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)

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



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.&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            | } Includes Conductors represented by the Brotherhood of Railroad Trainmen. |
| 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)    |  |

(Footnotes continued on next page)

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:

FOR THE EMPLOYEES:

*N. E. Jones*

*A. Young*  
Order of Railway Conductors

*T. J. [Signature]*  
Brotherhood of Railroad  
Trainmen

EXHIBIT B

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 G F R C		B O F R T	
	1	2	1	2
ATCHISON, TOPEKA & SANTA FE RY				X
GULF, COLORADO & SANTA FE RY	X			X
PANHANDLE & SANTA FE RY	X			X
BELT RY CO. OF CHICAGO	X			X
BURLINGTON-ROCK ISLAND RR				1-X
CAMAS PRAIRIE RR	X			X
CHICAGO & EASTERN ILLINOIS RR	X			X
CHICAGO & ILLINOIS MIDLAND RY				2-3-X
CHICAGO & NORTH WESTERN RY				3-X
CHICAGO & WESTERN INDIANA RR	2-4-X			X
CHICAGO, BURLINGTON & QUINCY RR				1-X
CHICAGO GREAT WESTERN RY (INC. S. ST. PAUL TERM'L)	X			2-5-X
CHICAGO, MILWAUKEE, ST. PAUL & PACIFIC RR	X			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 D&SL)	X			X
DES MOINES UNION RY				X
DULUTH, MISSABE & IRON RANGE RY (IRON RANGE DIV.)	X			1-X
DULUTH, WINNIPEG & PACIFIC RY (MISSABE DIV.)	10-X			1-10-X
EAST ST. LOUIS JUNCTION RR	X			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			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	X			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	
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
" " - LINES EAST OF DETROIT (BUFFALO DIV.)		23-X
WESTERN PACIFIC RR	X	2-X

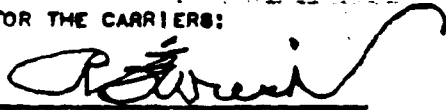
- NOTES:
- 1-INCLUDES YARDMASTERS.
  - 2-INCLUDES DINING CAR STEWARDS.
  - 3-INCLUDES CONDUCTORS.
  - 4-INCLUDES YARD FOREMEN, CHICAGO SWITCHING DISTRICT.
  - 5-INCLUDES TAP ROOM STEWARDS.
  - 6-AUTHORIZATION DOES NOT INCLUDE THE CLASSES OF DINING CAR CHEFS, SECOND AND THIRD COOKS.
  - 7-INCLUDES YARDMASTERS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

NOTES  
CONTINUED:

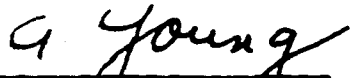

- 9-EXCEPT BLAST FURNACE, OPEN HEARTH AND 12" AND 20" ROLLING MILLS SERVICE.
- 10-THE ORDER OF RAILWAY CONDUCTORS REPRESENTS CONDUCTORS IN ROAD SERVICE AND THOSE USED IN YARD SERVICE EXCEPT IN WHAT IS KNOWN AS "PROCTOR-DULUTH TERMINAL TERRITORY." IN THIS TERRITORY CONDUCTORS OR YARD FOREMEN ARE REPRESENTED 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

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

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

APPROVED:

*[Signature]*  
For the Railroads

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

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