

BRT

JULY 17, 1968

AGREEMENT

Dated July 17, 1968

BETWEEN RAILROADS REPRESENTED BY THE

NATIONAL RAILWAY LABOR CONFERENCE

and the

EASTERN, WESTERN AND SOUTHEASTERN

CARRIERS CONFERENCE COMMITTEES

and the employees of such railroads

represented by the

BROTHERHOOD OF RAILROAD TRAINMEN

M E D I A T I O N A G R E E M E N T

This Agreement, made this 7th day of July, 1968, 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 Brotherhood of Railroad Trainmen.

IT IS HEREBY AGREED:

ARTICLE I - FIRST WAGE INCREASE

(a) Effective January 1, 1968, all standard basic daily rates in effect on December 31, 1967 shall be increased by 2.5 percent. The local freight differential shall be maintained.

(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). Except as provided in Paragraph (c) below, miles in excess of the applicable basic mileage day shall be paid at the mileage rate in effect on December 31, 1967.

(c) Effective January 1, 1968 the car scale additives in freight service shall be increased by the following amounts:

Less than 81 cars	\$.15 per basic day
81 cars and over	.45 per basic day

The increase provided for in this Paragraph (c) shall apply to mileage rates paid for miles over 100.

(d) Effective January 1, 1968, the increases in rates of pay provided for in this Article will result in the following standard basic daily and mileage rates of pay:

Standard Basic Rates of Pay - As of January 1, 1968:

	<u>Daily rate</u>	<u>Mileage rate for miles in excess of 150</u>
<u>Passenger Conductors</u>		
East	\$24.54	14.03¢
West	24.48	13.99¢
Southeast	24.54	14.03¢

Standard Basic Rates of Pay - As of January 1, 1968 (Cont.):

	<u>Daily rate</u>	<u>Mileage rate for miles in excess of 150</u>
<u>Assistant Conductors and Ticket Collectors in Passenger Service</u>		
East	\$22.40	12.91¢
West	22.35	12.88¢
Southeast	22.40	12.91¢

Passenger Brakemen and Flagmen

East	\$21.46	12.33¢
West	21.42	12.31¢
Southeast	21.46	12.33¢

Train Baggage-men

East	\$21.65	12.45¢
West	21.60	12.42¢
Southeast	21.65	12.45¢

Through Freight Conductors

	<u>Daily rate</u>		<u>Mileage rate for miles in excess of 100</u>	
	<u>East and Southeast</u>	<u>West</u>	<u>East and Southeast</u>	<u>West</u>
Basic rates	\$23.70	\$23.64	20.27¢	20.21¢

Rates including car
scale additives
provided by the
agreement of
May 26, 1955:

Less than 81 cars	24.05	23.99	20.62	20.56
81 to 105 cars	24.70	24.64	21.27	21.21
106 to 125 cars	25.10	25.04	21.67	21.61
126 to 145 cars	25.35	25.29	21.92	21.86
146 to 165 cars	25.45	25.39	22.02	21.96
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.

Standard Basic Rates of Pay - As of January 1, 1968 (Cont.):

Through Freight Brakemen
and Flagmen

	<u>Daily rate</u>		<u>Mileage rate for miles in excess of 100</u>	
	<u>East and Southeast</u>	<u>West</u>	<u>East and Southeast</u>	<u>West</u>
Basic rates	\$21.40	\$21.35	18.45¢	18.40¢
Rates including car scale additives provided by the agreement of May 26, 1955:				
Less than 81 cars	21.75	21.70	18.80	18.75
81 to 105 cars	22.40	22.35	19.45	19.40
106 to 125 cars	22.80	22.75	19.85	19.80
126 to 145 cars	23.05	23.00	20.10	20.05
146 to 165 cars	23.15	23.10	20.20	20.15
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

	<u>Daily rate</u>		<u>Mileage rate for miles in excess of 100</u>	
	<u>East and Southeast</u>	<u>West</u>	<u>East and Southeast</u>	<u>West</u>
Basic rates	\$24.26	\$24.20	20.83¢	20.77¢
Rates including car scale additives provided by the agreement of May 26, 1955:				
Less than 81 cars	24.61	24.55	21.18	21.12
81 to 105 cars	25.26	25.20	21.83	21.77
106 to 125 cars	25.66	25.60	22.23	22.17
126 to 145 cars	25.91	25.85	22.48	22.42
146 to 165 cars	26.01	25.95	22.58	22.52
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.

Standard Basic Rates of Pay - As of January 1, 1968 (Cont.):

Local Freight Brakemen and Flagmen

	<u>Daily rate</u>		<u>Mileage rate for miles in excess of 100</u>	
	<u>East and Southeast</u>	<u>West</u>	<u>East and Southeast</u>	<u>West</u>
Basic rates	\$21.83	\$21.78	18.88¢	18.83¢
Rates including car scale additives provided by the agreement of May 26, 1955:				
Less than 81 cars	22.18	22.13	19.23	19.18
81 to 105 cars	22.83	22.78	19.88	19.83
106 to 125 cars	23.23	23.18	20.28	20.23
126 to 145 cars	23.48	23.43	20.53	20.48
146 to 165 cars	23.58	23.53	20.63	20.58
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.

Five-Day Yard Service

	<u>Daily Rate</u>
Yard Conductors (Foremen)	\$28.58
Yard Brakemen (Helpers)	26.52
Switchtenders	24.36

(e) Where agreements now provide for additional payment for yard conductors (foremen) acting as footboard yardmasters, such payment shall not be less than two-thirds of one hour's pay in excess of the yard conductors' (foremen's) daily rate.

(f) Effective January 1, 1968, the daily rates for car retarder operators in effect December 31, 1967, however expressed, shall be increased by 2.5 percent.

ARTICLE II - SECOND WAGE INCREASE

(a) Effective July 1, 1968, all standard basic daily and mileage rates of pay in effect on June 30, 1968 shall be increased by 3.5 percent. The local freight differential shall be maintained.

(b) Effective July 1, 1968, after application of the increase provided for in Paragraph (a) above, standard basic daily rates of pay of yard conductors (foremen), yard brakemen (helpers) and switchtenders shall be increased by an additional \$.40.

(c) Effective July 1, 1968, after application of the increase provided for in Paragraph (a) above, standard basic daily rates of pay of conductors, brakemen and flagmen employed in local freight service, or on road switchers, roustabout runs, mine runs, or in other miscellaneous service, on runs of 100 miles or less which are therefore paid on a daily basis without a mileage component, shall be increased by an additional \$.40.

(d) Effective July 1, 1968, the increases in rates of pay provided for in Paragraphs (a), (b) and (c) of this Article will result in the following standard basic daily and mileage rates of pay:

Standard Basic Rates of Pay - As of July 1, 1968

	<u>Daily rate</u>	<u>Mileage rate for miles in excess of 150</u>
<u>Passenger Conductors</u>		
East	\$25.40	14.52¢
West	25.34	14.48¢
Southeast	25.40	14.52¢
<u>Assistant Conductors and Ticket Collectors in Passenger Service</u>		
East	\$23.18	13.36¢
West	23.13	13.33¢
Southeast	23.18	13.36¢
<u>Passenger Brakemen and Flagmen</u>		
East	\$22.21	12.76¢
West	22.17	12.74¢
Southeast	22.21	12.76¢
<u>Train Baggage-men</u>		
East	\$22.41	12.89¢
West	22.36	12.85¢
Southeast	22.41	12.89¢

Standard Basic Rates of Pay - As of July 1, 1968 (Cont.):

Through Freight Conductors

	Daily rate		Mileage rate for miles in excess of 100	
	East and Southeast	West	East and Southeast	West
Basic rates	\$24.53	\$24.47	20.98¢	20.92¢
Rates including car scale additives provided by the agreement of May 26, 1955:				
Less than 81 cars	24.88	24.82	21.33	21.27
81 to 105 cars	25.53	25.47	21.98	21.92
106 to 125 cars	25.93	25.87	22.38	22.32
126 to 145 cars	26.18	26.12	22.63	22.57
146 to 165 cars	26.28	26.22	22.73	22.67
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.

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	\$22.15	\$22.10	19.10¢	19.04¢
Rates including car scale additives provided by the agreement of May 26, 1955:				
Less than 81 cars	22.50	22.45	19.45	19.39
81 to 105 cars	23.15	23.10	20.10	20.04
106 to 125 cars	23.55	23.50	20.50	20.44
126 to 145 cars	23.80	23.75	20.75	20.69
146 to 165 cars	23.90	23.85	20.85	20.79
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.

Standard Basic Rates of Pay - As of July 1, 1968 (Cont.):

Local Freight Conductors

	<u>Daily rate</u>		<u>Mileage rate for miles in excess of 100</u>	
	<u>East and Southeast</u>	<u>West</u>	<u>East and Southeast</u>	<u>West</u>
Basic rates	\$25.09	\$25.03	21.54¢	21.48¢
Rates including car scale additives provided by the agreement of May 26, 1955:				
Less than 81 cars	25.44	25.38	21.89	21.83
81 to 105 cars	26.09	26.03	22.54	22.48
106 to 125 cars	26.49	26.43	22.94	22.88
126 to 145 cars	26.74	26.68	23.19	23.13
146 to 165 cars	26.84	26.78	23.29	23.23
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

	<u>Daily rate</u>		<u>Mileage rate for miles in excess of 100</u>	
	<u>East and Southeast</u>	<u>West</u>	<u>East and Southeast</u>	<u>West</u>
Basic rates	\$22.58	\$22.53	19.53¢	19.47¢
Rates including car scale additives provided by the agreement of May 26, 1955:				
Less than 81 cars	22.93	22.88	19.88	19.82
81 to 105 cars	23.58	23.53	20.53	20.47
106 to 125 cars	23.98	23.93	20.93	20.87
126 to 145 cars	24.23	24.18	21.18	21.12
146 to 165 cars	24.33	24.28	21.28	21.22
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.

Standard Basic Rates of Pay - As of July 1, 1968 (Cont.):

Five-Day Yard Service

	<u>Daily rate</u>
Yard Conductors (Foremen)	\$29.98
Yard Brakemen (Helpers)	27.85
Switchtenders	25.61

(e) Where agreements now provide for additional payment for yard conductors (foremen) acting as footboard yardmasters, such payment shall not be less than two-thirds of one hour's pay in excess of the yard conductors' (foremen's) daily rate.

(f) Effective July 1, 1968, the daily rates for car retarder operators in effect June 30, 1968, however expressed, shall first be increased by 3.5 percent and then by an additional \$.40.

ARTICLE III - THIRD WAGE INCREASE

(a) Effective January 1, 1969, all standard basic daily and mileage rates of pay in effect on December 31, 1968 shall be increased by 2.0 percent. The local freight differential shall be maintained.

(b) Effective January 1, 1969, the increase in rates of pay provided for in Paragraph (a) of this Article will result in the following standard basic daily and mileage rates of pay:

Standard Basic Rates of Pay - As of January 1, 1969:

	<u>Daily rate</u>	<u>Mileage rate for miles in excess of 150</u>
<u>Passenger Conductors</u>		
East	\$25.91	14.81¢
West	25.85	14.77¢
Southeast	25.91	14.81¢
<u>Assistant Conductors and Ticket Collectors in Passenger Service</u>		
East	\$23.64	13.63¢
West	23.59	13.60¢
Southeast	23.64	13.63¢

Standard Basic Rates of Pay - As of January 1, 1969 (Cont.):

Passenger Brakemen and Flagmen

	<u>Daily rate</u>	<u>Mileage rate for miles in excess of 150</u>
East	\$22.65	13.02¢
West	22.61	12.99¢
Southeast	22.65	13.02¢

Train Baggage-men

East	\$22.86	13.15¢
West	22.81	13.11¢
Southeast	22.86	13.15¢

Through Freight Conductors

	<u>Daily rate</u>		<u>Mileage rate for miles in excess of 100</u>	
	<u>East and Southeast</u>	<u>West</u>	<u>East and Southeast</u>	<u>West</u>
Basic rates	\$25.02	\$24.96	21.40¢	21.34¢
Rates including car scale additives provided by the agreement of May 26, 1955:				
Less than 81 cars	25.37	25.31	21.75	21.69
81 to 105 cars	26.02	25.96	22.40	22.34
106 to 125 cars	26.42	26.36	22.80	22.74
126 to 145 cars	26.67	26.61	23.05	22.99
146 to 165 cars	26.77	26.71	23.15	23.09
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.

Standard Basic Rates of Pay - As of January 1, 1969 (Cont.):

Through Freight Brakemen
and Flagmen

	<u>Daily rate</u>		<u>Mileage rate for miles in excess of 100</u>	
	<u>East and Southeast</u>	<u>West</u>	<u>East and Southeast</u>	<u>West</u>
Basic rates	\$22.59	\$22.54	19.48¢	19.42¢
Rates including car scale additives provided by the agreement of May 26, 1955:				
Less than 81 cars	22.94	22.89	19.83	19.77
81 to 105 cars	23.59	23.54	20.48	20.42
106 to 125 cars	23.99	23.94	20.88	20.82
126 to 145 cars	24.24	24.19	21.13	21.07
146 to 165 cars	24.34	24.29	21.23	21.17
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

	<u>Daily rate</u>		<u>Mileage rate for miles in excess of 100</u>	
	<u>East and Southeast</u>	<u>West</u>	<u>East and Southeast</u>	<u>West</u>
Basic rates	\$25.58	\$25.52	21.96¢	21.90¢
Rates including car scale additives provided by the agreement of May 26, 1955:				
Less than 81 cars	25.93	25.87	22.31	22.25
81 to 105 cars	26.58	26.52	22.96	22.90
106 to 125 cars	26.98	26.92	23.36	23.30
126 to 145 cars	27.23	27.17	23.61	23.55
146 to 165 cars	27.33	27.27	23.71	23.65
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.

Standard Basic Rates of Pay - As of January 1, 1969 (Cont.):

	<u>Daily rate</u>		<u>Mileage rate for miles in excess of 100</u>	
	<u>East and Southeast</u>	<u>West</u>	<u>East and Southeast</u>	<u>West</u>
Local Freight Brakemen and Flagmen				
Basic rates	\$23.02	\$22.97	19.91¢	19.85¢
Rates including car scale additives provided by the agreement of May 26, 1955:				
Less than 81 cars	23.37	23.32	20.26	20.20
81 to 105 cars	24.02	23.97	20.91	20.85
106 to 125 cars	24.42	24.37	21.31	21.25
126 to 145 cars	24.67	24.62	21.56	21.50
146 to 165 cars	24.77	24.72	21.66	21.60
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.

Five-Day Yard Service

	<u>Daily rate</u>
Yard Conductors (Foremen)	\$30.58
Yard Brakemen (Helpers)	28.41
Switchtenders	26.12

(c) Where agreements now provide for additional payment for yard conductors (foremen) acting as footboard yardmasters, such payment shall not be less than two-thirds of one hour's pay in excess of the yard conductors' (foremen's) daily rate.

(d) Effective January 1, 1969, the daily rates for car retarder operators in effect December 31, 1968, however expressed, shall be increased by 2.0 percent.

ARTICLE IV - FOURTH WAGE INCREASE

(a) Effective July 1, 1969, all standard basic daily and mileage rates of pay in effect on June 30, 1969 shall be increased by 3.0 percent. The local freight differential shall be maintained.

(b) Effective July 1, 1969, the increase in rates of pay provided for in Paragraph (a) of this Article will result in the following standard basic daily and mileage rates of pay:

Standard Basic Rates of Pay - As of July 1, 1969:

	<u>Daily rate</u>	<u>Mileage rate for miles in excess of 150</u>		
<u>Passenger Conductors</u>				
East	\$26.69	15.25¢		
West	26.63	15.21¢		
Southeast	26.69	15.25¢		
<u>Assistant Conductors and Ticket Collectors in Passenger Service</u>				
East	\$24.35	14.04¢		
West	24.30	14.01¢		
Southeast	24.35	14.04¢		
<u>Passenger Brakemen and Flagmen</u>				
East	\$23.33	13.41¢		
West	23.29	13.39¢		
Southeast	23.33	13.41¢		
<u>Train Baggage-men</u>				
East	\$23.55	13.54¢		
West	23.49	13.50¢		
Southeast	23.55	13.54¢		
<u>Through Freight Conductors</u>				
	<u>Daily rate</u>		<u>Mileage rate for miles in excess of 100</u>	
	<u>East and Southeast</u>	<u>West</u>	<u>East and Southeast</u>	<u>West</u>
Basic rates	\$25.77	\$25.71	22.04¢	21.98¢
Rates including car scale additives provided by the agreement of May 26, 1955:				
Less than 81 cars	26.12	26.06	22.39	22.33
81 to 105 cars	26.77	26.71	23.04	22.98
106 to 125 cars	27.17	27.11	23.44	23.38
126 to 145 cars	27.42	27.36	23.69	23.63
146 to 165 cars	27.52	27.46	23.79	23.73
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.

Standard Basic Rates of Pay - As of July 1, 1969 (Cont.):

Through Freight Brakemen
and Flagmen

	<u>Daily rate</u>		<u>Mileage rate for miles in excess of 100</u>	
	<u>East and Southeast</u>	<u>West</u>	<u>East and Southeast</u>	<u>West</u>
Basic rates	\$23.27	\$23.22	20.06¢	20.00¢
Rates including car scale additives provided by the agreement of May 26, 1955:				
Less than 81 cars	23.62	23.57	20.41	20.35
81 to 105 cars	24.27	24.22	21.06	21.00
106 to 125 cars	24.67	24.62	21.46	21.40
126 to 145 cars	24.92	24.87	21.71	21.65
146 to 165 cars	25.02	24.97	21.81	21.75
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

	<u>Daily rate</u>		<u>Mileage rate for miles in excess of 100</u>	
	<u>East and Southeast</u>	<u>West</u>	<u>East and Southeast</u>	<u>West</u>
Basic rates	\$26.33	\$26.27	22.60¢	22.54¢
Rates including car scale additives provided by the agreement of May 26, 1955:				
Less than 81 cars	26.68	26.62	22.95	22.89
81 to 105 cars	27.33	27.27	23.60	23.54
106 to 125 cars	27.73	27.67	24.00	23.94
126 to 145 cars	27.98	27.92	24.25	24.19
146 to 165 cars	28.08	28.02	24.35	24.29
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.

Standard Basic Rates of Pay - As of July 1, 1969 (Cont.):

Local Freight Brakemen and Flagmen

	<u>Daily rate</u>		<u>Mileage rate for miles in excess of 100</u>	
	<u>East and Southeast</u>	<u>West</u>	<u>East and Southeast</u>	<u>West</u>
Basic rates	\$23.70	\$23.65	20.49¢	20.43¢
Rates including car scale additives provided by the agreement of May 26, 1955:				
Less than 81 cars	24.05	24.00	20.84	20.78
81 to 105 cars	24.70	24.65	21.49	21.43
106 to 125 cars	25.10	25.05	21.89	21.83
126 to 145 cars	25.35	25.30	22.14	22.08
146 to 165 cars	25.45	25.40	22.24	22.18
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.

<u>Five-Day Yard Service</u>	<u>Daily rate</u>
Yard Conductors (Foremen)	\$31.50
Yard Brakemen (Helpers)	29.26
Switchtenders	26.90

(c) Where agreements now provide for additional payment for yard conductors (foremen) acting as footboard yardmasters, such payment shall not be less than two-thirds of one hour's pay in excess of the yard conductors' (foremen's) daily rate.

(d) Effective July 1, 1969, the daily rates for car retarder operators in effect June 30, 1969, however expressed, shall be increased by 3.0 percent.

ARTICLE V - APPLICATION OF WAGE INCREASES

In application of the increases provided for in Article I, II, III, and IV 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 October 4, 1955, supplemented December 21, 1955, shall be as follows:

<u>Effective</u>	<u>Conductors</u>		<u>Brakemen</u>	
	<u>East and Southeast</u>	<u>West</u>	<u>East and Southeast</u>	<u>West</u>
January 1, 1968	\$24.96	\$24.89	\$22.53	\$22.48
July 1, 1968	25.79	25.72	23.28	23.23
January 1, 1969	26.28	26.21	23.72	23.67
July 1, 1969	27.03	26.96	24.40	24.35

(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 December 31, 1967 shall be preserved.

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

(f) Existing money differentials above existing standard daily rates shall be maintained.

(g) (i) Effective as of the same dates as specified in Articles I, II, III and IV, existing basic daily rates of pay, other than standard, shall be increased by the same respective percentages as provided for standard rates in such Articles, except that existing money differences between through freight rates and local freight rates shall be maintained.

(ii) Effective July 1, 1968, after application of the increase effective that date provided for in Sub-paragraph (g)(i) above, basic daily rates of pay, other than standard, of conductors, brakemen and flagmen employed in local freight service, or on road switchers, roustabout runs, mine runs, or in other miscellaneous service, on runs of 100 miles or less which are therefore paid on a daily basis without a mileage component, and of yard conductors (foremen), yard brakemen (helpers) and switchtenders, shall be increased by an additional \$.40.

ARTICLE VI - DINING CAR STEWARDS

Effective January 1, 1968, all basic monthly rates in effect on December 31, 1967 shall be increased by 2.5 percent.

The rates produced by such increase shall be further increased by 3.5 percent effective July 1, 1968.

Further increases of 2 percent effective January 1, 1969, and 3 percent effective July 1, 1969, shall be applied in the same manner.

ARTICLE VII - YARDMASTERS

Effective January 1, 1968, all basic rates in effect on December 31, 1967 shall be increased by 2.5 percent.

The rates produced by such increase shall be further increased by 3.5 percent effective July 1, 1968.

Further increases of 2 percent effective January 1, 1969, and 3 percent effective July 1, 1969, shall be applied in the same manner.

ARTICLE VIII - SPECIAL PAYMENT

As promptly as practicable following June 30, 1968, a lump sum allowance of up to \$50.00 will be paid to each employee who had an employment relationship with an individual carrier on June 30, 1968, except that employees who retired after January 1, 1968 but before July 1, 1968 will not be disqualified. The amount of the special allowance will be determined as follows:

The allowance will be \$8.33 for each month commencing with January 1968 and ending with June 1968 in which the employee rendered the equivalent of 10 or more basic days' service under agreements held by the Brotherhood of Railroad Trainmen, and his preponderant service (measured by compensation) was also under Brotherhood of Railroad Trainmen agreements.

ARTICLE IX - VACATIONS

Insofar as applicable to employees represented by the Brotherhood of Railroad Trainmen, the vacation agreement dated April 29, 1949, as amended, is further amended by substituting the following revised portions of paragraphs (b) and (g), effective January 1, 1968, for the corresponding paragraphs in amended Section 1 contained in the Agreement of November 7, 1966:

(b) Effective January 1, 1968, each employee, subject to the scope of schedule agreements held by the organizations signatory to the April 29, 1949 Vacation Agreement, having two 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 two or more years of continuous service renders service of not less than three hundred twenty (320) basic days in miles or hours paid for as provided in individual schedules.

(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 three hundred twenty (320) basic days under Section 1(b), and sixteen hundred (1600) basic days under Section 1(c), and thirty-two hundred (3200) basic days under Section 1(d).

ARTICLE X - HOLIDAY PAY

Effective January 1, 1968, the existing rule covering pay for holidays, set forth in Article IV of the Agreement of April 5, 1957 as amended by Article I of the Agreement of November 30, 1960 and Article I, Section 1 of the Agreement of June 25, 1964, and in Article I, Section 2, of the Agreement of June 25, 1964 and the letter of understanding dated November 7, 1966, is hereby amended to provide that:

(a) An eighth paid holiday, to be designated and added to the list of the seven enumerated holidays now provided in the above identified Agreements, shall be included and identified as -

" . . . and the Employee's Birthday"

(b) The requirement that a designated holiday must fall on a workday of the workweek of the individual employee for him to receive holiday pay will be eliminated by striking out the following language now contained in Section 2(a) of Article IV, Agreement of April 5, 1957, and in Section 2(a) of Article I, Agreement of June 25, 1964:

" . . . when such holidays fall on an assigned workday
of the work week of the individual employee"

and the following language now contained in Section 2(b) of Article IV, Agreement of April 5, 1957, as amended, and in Section 2(c) of Article I, Agreement of June 25, 1964:

" . . . and the holiday falls on a workday of his
assignment."

and the provisions of Section 1(a) of Article I, Agreement of June 25, 1964 shall also be eliminated.

(c) The eighth paid holiday, the "Birthday Holiday", shall be applied in the following manner:

(i) The employee must qualify for his birthday holiday in the same manner as other designated holidays, except that he will not be required to work or be available for work on the birthday holiday to qualify for holiday pay if he so elects by giving reasonable notice to his supervisor of his intention to be off on the birthday holiday.

(ii) An employee whose birthday falls on February 29, may, on other than leap years, by giving reasonable notice to his supervisor, have February 28 or the day immediately preceding the first day during which he is not scheduled to work following February 28 considered as his birthday for the purposes of this Article. If an employee's birthday falls on one of the seven listed holidays, he may, by giving reasonable notice to his supervisor, have the following day or the day immediately preceding the first day during which he is not scheduled to work following such holiday considered as his birthday for the purposes of this Article.

(d) When one or more designated holidays fall during the vacation period of the employee, his qualifying days for holiday pay purposes shall be his workdays immediately preceding and following the vacation period. In road service, lost days preceding or following the vacation period due to the away-from-home operation of the individual's run shall not be considered to be workdays for qualifying purposes.

(e) Not more than one time and one-half payment will be allowed, in addition to the "one basic day's pay at the pro rata rate," for service performed during a single tour of duty on a holiday which is also a work day, a vacation day, and/or the Employee's Birthday.

ARTICLE XI - PAYMENTS TO EMPLOYEES INJURED UNDER CERTAIN CIRCUMSTANCES

Where employees sustain personal injuries or death under the conditions set forth in paragraph (a) below, the carrier will provide and pay such employees, or their personal representative, the applicable amounts set forth in paragraph (b) below, subject to the provisions of other paragraphs in this article.

(a) Covered Conditions:

This Article is intended to cover accidents involving employees covered by this agreement while such employees are riding in, boarding, or alighting from off-track vehicles authorized by the carrier and are

- (1) deadheading under orders or
- (2) being transported at carrier expense.

(b) Payments to be Made:

In the event that any one of the losses enumerated in subparagraphs (1), (2) and (3) below results from an injury sustained directly from an accident covered in paragraph (a) and independently of all other causes and such loss occurs or commences within the time limits set forth in subparagraphs (1), (2) and (3) below, the carrier will provide, subject to the terms and conditions herein contained, and less any amounts payable under Group Policy Contract GA-23000 of The Travelers Insurance Company or any other medical or insurance policy or plan paid for in its entirety by the carrier, the following benefits:

(1) Accidental Death or Dismemberment

The Carrier will provide for loss of life or dismemberment occurring within 120 days after date of an accident covered in paragraph (a):

Loss of Life	\$100,000
Loss of Both Hands	100,000
Loss of Both Feet	100,000
Loss of Sight of Both Eyes	100,000
Loss of One Hand and One Foot	100,000
Loss of One Hand and Sight of One Eye	100,000
Loss of One Foot and Sight of One Eye	100,000
Loss of One Hand or One Foot or Sight of One Eye	50,000

"Loss" shall mean, with regard to hands and feet, dismemberment by severance through or above wrist or ankle joints; with regard to eyes, entire and irrevocable loss of sight.

No more than \$100,000 will be paid under this paragraph to any one employee or his personal representative as a result of any one accident.

(2) Medical and Hospital Care

The carrier will provide payment for the actual expense of medical and hospital care commencing within 120 days after an accident covered under paragraph (a) of injuries incurred as a result of such accident, subject to limitation of \$3,000 for any employee for any one accident, less any amounts payable under Group Policy Contract GA-23000 of The Travelers Insurance Company or under any other medical or insurance policy or plan paid for in its entirety by the carrier.

(3) Time Loss

The carrier will provide an employee who is injured as a result of an accident covered under paragraph (a) hereof and who is unable to work as a result thereof commencing within 30 days after such accident 80% of the employee's basic full-time weekly compensation from the carrier for time actually lost, subject to a maximum payment of \$100.00 per week for time lost during a period of 156 continuous weeks following such accident provided, however, that such weekly payment shall be reduced by such amounts as the employee is entitled to receive as sickness benefits under provisions of the Railroad Unemployment Insurance Act.

(4) Aggregate Limit

The aggregate amount of payments to be made hereunder is limited to \$1,000,000 for any one accident and the carrier shall not be liable for any amount in excess of \$1,000,000 for any one accident irrespective of the number of injuries or deaths which occur in or as a result of such accident. If the aggregate amount of payments otherwise payable hereunder exceeds the aggregate limit herein provided, the carrier shall not be required to pay as respects each separate employee a greater proportion of such payments than the aggregate limit set forth herein bears to the aggregate amount of all such payments.

(c) Payment in Case of Accidental Death:

Payment of the applicable amount for accidental death shall be made to the employee's personal representative for the benefit of the persons designated in, and according to the apportionment required by the Federal Employers Liability Act (45 U.S.C. 51 et seq., as amended), or if no such person survives the employee, for the benefit of his estate.

(d) Exclusions:

Benefits provided under paragraph (b) shall not be payable for or under any of the following conditions:

- (1) Intentionally self-inflicted injuries, suicide or any attempt thereat, while sane or insane;
- (2) Declared or undeclared war or any act thereof;
- (3) Illness, disease, or any bacterial infection other than bacterial infection occurring in consequence of an accidental cut or wound;
- (4) Accident occurring while the employee driver is under the influence of alcohol or drugs, or an employee passenger who is under the influence of alcohol or drugs who in any way contributes to the cause of the accident;
- (5) While an employee is a driver or an occupant of any conveyance engaged in any race or speed test;
- (6) While an employee is commuting to and/or from his residence or place of business.

(e) Offset:

It is intended that this Article XI is to provide a guaranteed recovery by an employee or his personal representative under the circumstances described, and that receipt of payment thereunder shall not bar the employee or his personal representative from pursuing any remedy under the Federal Employers Liability Act or any other law; provided, however, that any amount received by such employee or his personal representative under this Article may be applied as an offset by the railroad against any recovery so obtained.

(f) Subrogation:

The carrier shall be subrogated to any right of recovery an employee or his personal representative may have against any party for loss to the extent that the carrier has made payments pursuant to this Article.

The payments provided for above will be made, as above provided, for covered accidents on or after September 1, 1968.

It is understood that no benefits or payments will be due or payable to any employee or his personal representative unless such employee, or his personal representative, as the case may be, stipulates as follows:

"In consideration of the payment of any of the benefits provided in Article XI of the Agreement of July , 1968, (employee or personal representative) agrees to be governed by all of the conditions and provisions said and set forth by Article XI."

Savings Clause

This Article XI supersedes as of September 1, 1968 any agreement providing benefits of a type specified in Paragraph (b) hereof under the conditions specified in Paragraph (a) hereof; provided, however, any individual railroad party hereto, or any individual committee representing employees party hereto, may by advising the other party in writing by August 15, 1968, elect to preserve in its entirety an existing agreement providing accident benefits of the type provided in this Article XI in lieu of this Article XI.

ARTICLE XII - 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 OF THIS AGREEMENT

(a) This agreement is in settlement of the dispute growing out of notices served on the carriers listed in Exhibits A, B and C on or about September 1, 1967 and of the notices dated on or about September 19, 1967, served by the individual railroads on organization representatives of the employees involved, and shall be construed as a separate agreement by and on behalf of each of said carriers and its employees represented by the organization signatory hereto, and shall remain in effect until January 1, 1970 and thereafter until changed or modified in accordance with the provisions of the Railway Labor Act; as amended.

(b) No party to this agreement shall serve, prior to September 1, 1969 (not to become effective before January 1, 1970), any notice for the purpose of changing the provisions of this agreement. Any pending notices served by the organization party hereto which are similar to the notices served on the carriers parties hereto on or about September 1, 1967 are hereby withdrawn and no such notices may be served by the organization prior to September 1, 1969 (not to become effective before January 1, 1970).

Any pending notices served by a carrier party hereto on the organization party hereto which are similar to the notices served by the carriers on or about September 19, 1967 are hereby withdrawn, and no such notices may be served by a carrier prior to September 1, 1969 (not to become effective before January 1, 1970).

(c) Pending notices served by any of the parties hereto relating to the consist of crews are not subject to the provisions of this Article. Pending notices or new notices relating to the coupling of air hose or payment therefor are not subject to the provisions of this Article.

(d) If a carrier party hereto undertakes a merger, coordination or any similar transaction involving joint action by more than one carrier requiring I.C.C. approval, notices relating to protective conditions covering such employees who may be adversely affected thereby are not subject to the provisions of this Article.

(e) During the term of this agreement, pending notices covering subject matters not specifically dealt with in paragraphs (a), (b), (c), or (d) of this Article need not be withdrawn and new notices covering such subject matters may be served, and such pending or new notices may be progressed within, but not beyond, the specific procedures for peacefully resolving disputes which are provided for in the Railway Labor Act, as amended.

(f) This Article will not debar management and committees on individual railroads from agreeing upon any subject of mutual interest.

SIGNED AT CHICAGO, ILLINOIS, THIS 17th DAY OF JULY, 1968.

FOR THE PARTICIPATING CARRIERS
LISTED IN EXHIBIT B:

M. E. Park
Chairman
E. A. Baker
J. B. G. Butts
W. H. Jones
L. W. Gray
E. A. Collins

FOR THE EMPLOYEES REPRESENTED
BY THE BROTHERHOOD OF
RAILROAD TRAINMEN:

Charles Luna
L. E. Ooster
L. C. Gabriel
J. H. Shepherd
R. J. Roberts
H. S. Wright

FOR THE PARTICIPATING CARRIERS
LISTED IN EXHIBIT A:

J. H. Oram
Chairman
L. B. Fu
Paul Wilson
W. E. King

FOR THE PARTICIPATING CARRIERS
LISTED IN EXHIBIT C:

W. S. Macgill
Chairman
J. K. Day, Jr.
J. M. Ruffin
Greg J. Paul
W. M. Seaton

FOR THE EMPLOYEES REPRESENTED
BY THE BROTHERHOOD OF
RAILROAD TRAINMEN (cont.):

J. W. Stayer
J. J. Benefield
U. H. Parsons
Geo. P. Perkins
W. H. Belton
J. A. Barden
J. M. Barden

APPROVED:

[Signature]
Chairman, National Railway
Labor Conference

WITNESS:

[Signature]
Member,
National Mediation Board

[Signature]
Mediator,
National Mediation Board

NATIONAL RAILWAY LABOR CONFERENCE

Room 474, Union Station
517 WEST ADAMS STREET
CHICAGO, ILLINOIS 60606
Telephone: 726-4900

J. P. HILTZ, JR., *Chairman*
W. D. QUARLES, JR., *Vice Chairman*

W. S. MACGILL, *Chairman,*
Southeastern Carriers' Conference Committee
J. W. ORAM, *Chairman,*
Eastern Carriers' Conference Committee
M. S. PARKS, *Chairman,*
Western Carriers' Conference Committee

J. A. WILCOX,
General Counsel

M. S. GREER,
Director of Research
J. F. GRIFFIN,
Administrative Secretary

July 17, 1968

Mr. Charles Luna, President
Brotherhood of Railroad Trainmen
666 Euclid Avenue
Cleveland, Ohio 44114

Dear Mr. Luna:

Referring to Article X - Holiday Pay - of the Agreement
of July 17, 1968:

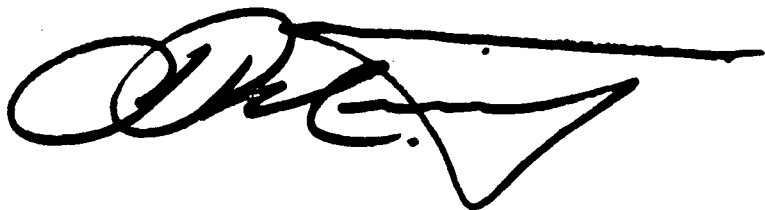
As a matter separate from such Agreement, a committee representing the Carriers' Conference Committees and the National Railway Labor Conference will confer with a committee representing the Brotherhood of Railroad Trainmen, on a mutually convenient date, for the purpose of codifying the paid holidays rule and endeavoring in good faith to agree upon provisions which would correct certain complained of practices in the operation of such rule.

Will you please confirm this understanding by affixing your signature in the space provided at the lower left corner of this letter?

Yours very truly,

ACCEPTED:

C. Luna



NATIONAL RAILWAY LABOR CONFERENCE

Room 474, Union Station
517 WEST ADAMS STREET
CHICAGO, ILLINOIS 60606
Telephone: 726-4900

J. P. HILTZ, JR., Chairman
W. D. QUARLES, JR., Vice Chairman

W. S. MACGILL, Chairman,
Southeastern Carriers' Conference Committee
J. W. OSAM, Chairman,
Eastern Carriers' Conference Committee
M. E. PARKS, Chairman,
Western Carriers' Conference Committee

J. A. WILCOX,
General Counsel

H. E. GREER,
Director of Research
J. F. GRIFFIN,
Administrative Secretary

July 17, 1968

Mr. Charles Luna, President
Brotherhood of Railroad Trainmen
666 Euclid Avenue
Cleveland, Ohio 44114

Dear Mr. Luna:

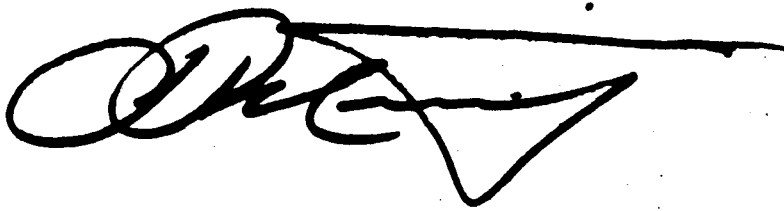
In connection with Article II(c) and Article V(g)(11)
of the Agreement of July 17, 1968:

It is intended that the daily rate increase of "an additional \$.40" will apply, on each individual railroad, to the rates of pay of conductors, brakemen and flagmen employed in the types of service in which on such railroad holiday pay under Article I, Section 2 of the Agreement of June 25, 1964 is presently applied.

Such increase will not apply in any type of passenger service.

Will you please confirm your acceptance of this understanding by affixing your signature in the space provided therefor at the lower left hand corner of this letter?

Yours very truly,



ACCEPTED:

C. Luna

EASTERN RAILROADS

LIST OF EASTERN RAILROADS REPRESENTED BY THE EASTERN CARRIERS' CONFERENCE COMMITTEE, IN CONNECTION WITH NOTICES, DATED ON OR ABOUT SEPTEMBER 1, 1967, SERVED UPON VARIOUS INDIVIDUAL EASTERN RAILROADS BY THE GENERAL CHAIRMEN, OR OTHER RECOGNIZED REPRESENTATIVES, OF THE BROTHERHOOD OF RAILROAD TRAINMEN, OF DESIRE TO CHANGE EXISTING AGREEMENTS AS SET FORTH THEREIN, AND PROPOSALS SERVED BY THE RAILROADS ON OR ABOUT SEPTEMBER 20, 1967 FOR CONCURRENT HANDLING THEREWITH.

This authorization, as to classes of employees, is co-extensive with notices filed and with the provisions of current schedule agreements applicable to employees represented by the Brotherhood of Railroad Trainmen.

Akron & Barberton Belt Railroad, The
Akron, Canton & Youngstown Railroad
Ann Arbor Railroad
Baltimore and Ohio Railroad Company, The
Former BR&P Territory of the Baltimore and Ohio Railroad
Baltimore and Ohio Chicago Terminal Railroad Company, The
Curtis Bay Railroad Company
Staten Island Rapid Transit Railway Company, The
Bangor and Aroostook Railroad Company
Bessemer and Lake Erie Railroad Company
Boston and Maine Corporation
Brooklyn Eastern District Terminal
Bush Terminal Railroad Company
Canadian National Railways, Lines in the United States
Great Lakes Region
St. Lawrence Region, including Atlantic and St. Lawrence
Railroad and Lewiston and Auburn Railroad, United States
and Canada Railroad, Champlain and St. Lawrence Railroad
Central Railroad Company of New Jersey, The
New York and Long Branch Railroad
Central Vermont Railway, Inc.
Chicago South Shore and South Bend Railroad
Chicago Union Station Company
Delaware and Hudson Railroad Corporation, The
Detroit Terminal Railroad Company
Detroit, Toledo & Ironton Railroad
Grand Trunk Western Railroad
Erie Lackawanna Railroad
Lehigh and Hudson River Railway Company, The
Lehigh and New England Railway Company
Lehigh Valley Railroad
Maine Central Railroad Company
Portland Terminal Company
Monon Railroad
Monongahela Railway Company

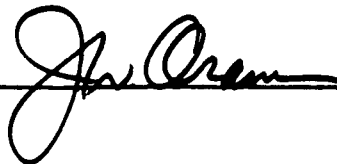
Montour Railroad Company
New York Dock Railway
*New York, New Haven & Hartford Railroad Company, The
New York, Susquehanna and Western Railroad Company
Norfolk and Western Railway Company (Lines of former
New York, Chicago and St. Louis Railroad and former
Pittsburgh and West Virginia Railway)
Penn Central Company:
Former Pennsylvania Railroad
Former New York Central Railroad
Chicago River & Indiana Railroad
Cleveland Union Terminals Company
Indiana Harbor Belt Railroad
Pittsburgh & Lake Erie Railroad, including
Lake Erie & Eastern Railroad
Pennsylvania-Reading Seashore Lines
Pittsburg & Shawmut Railroad Company, The
Pittsburgh, Chartiers & Youghiogheny Railway Company
Reading Company
Washington Terminal Company, The
Western Maryland Railway Company

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* Subject to the approval of the courts.

FOR THE CARRIERS:

FOR THE
BROTHERHOOD OF RAILROAD TRAINMEN:





Chicago, Illinois
June 12, 1968

WESTERN RAILROADS

LIST OF WESTERN RAILROADS REPRESENTED BY THE WESTERN CARRIERS' CONFERENCE COMMITTEE, IN CONNECTION WITH NOTICES, DATED ON OR ABOUT SEPTEMBER 1, 1967, SERVED UPON VARIOUS INDIVIDUAL WESTERN RAILROADS BY THE GENERAL CHAIRMEN, OR OTHER RECOGNIZED REPRESENTATIVES, OF THE BROTHERHOOD OF RAILROAD TRAINMEN, OF DESIRE TO CHANGE EXISTING AGREEMENTS AS SET FORTH THEREIN, AND PROPOSALS SERVED BY THE RAILROADS ON OR ABOUT SEPTEMBER 20, 1967 FOR CONCURRENT HANDLING THEREWITH.

This authorization, as to classes of employees, is co-extensive with notices filed and with the provisions of current schedule agreements applicable to employees represented by the Brotherhood of Railroad Trainmen.

Alton and Southern Railroad
Atchison, Topeka and Santa Fe Railway Company, The
Bauxite & Northern Railway Company
Belt Railway Company of Chicago, The
Butte, Anaconda & Pacific Railway

1: Camas Prairie Railroad

Central California Traction Company
Chicago & Eastern Illinois Railroad
Chicago & Illinois Midland Railway Company
Chicago and North Western Railway Company
Chicago and Western Indiana Railroad Company
Chicago, Burlington & Quincy Railroad
Chicago Great Western Railway
Chicago, Milwaukee, St. Paul and Pacific Railroad
Company (System)
Chicago Produce Terminal Company
Chicago, Rock Island and Pacific Railroad
Chicago Short Line Railway
Chicago, West Pullman & Southern Railroad
Colorado and Southern Railway, The
Columbia & Cowlitz Railway Company
Denver and Rio Grande Western Railroad Company, The

2: Duluth, Missabe and Iron Range Railway

Duluth Union Depot & Transfer Company
Duluth, Winnipeg & Pacific Railway
East St. Louis Junction Railroad Company
Fort Worth and Denver Railway Company
Galveston, Houston and Henderson Railroad Company
Green Bay & Western Railroad Company
Kewaunee, Green Bay & Western Railroad Company
Houston Belt & Terminal Railway Company
Illinois Central Railroad
Illinois Northern Railway
Illinois Terminal Railroad
Joint Texas Division of CRI&P and FtW&D Railway Company
Kansas City Southern Railway Company, The
Louisiana & Arkansas Railway Company
Kansas City Terminal Railway Company
King Street Passenger Station

Longview, Portland & Northern Railway Company
Los Angeles Junction Railway Company
Manufacturers Railway Company
Minneapolis Eastern Railway
Minneapolis, Northfield and Southern Railway
Minnesota, Dakota & Western Railway Company
Minnesota Transfer Railway Company, The
Missouri-Kansas-Texas Railroad Company
Missouri Pacific Railroad Company
Missouri-Illinois Railroad Company
New Orleans Union Passenger Terminal
Norfolk and Western Railway (Lines formerly operated
by the Wabash Railroad Company)
Northern Pacific Railway
Northwestern Pacific Railroad Company
Ogden Union Railway and Depot Company, The
Peoria and Pekin Union Railway Company
Port Terminal Railroad Association
St. Joseph Terminal Railroad
St. Louis-San Francisco Railway Company (except NEO District)
St. Louis Southwestern Railway Company
San Diego & Arizona Eastern Railway Company
Soo Line Railroad
Southern Pacific Company -
Pacific Lines
Texas and Louisiana Lines
South Omaha Terminal Railway Company
Spokane, Portland and Seattle Railway Company (System Lines)
Terminal Railroad Association of St. Louis
Texas and Pacific Railway Company, The
Abilene and Southern Railway Company
Fort Worth Belt Railway Company
Kansas, Oklahoma and Gulf Railway Company
New Orleans and Lower Coast Railroad Company
Texas-New Mexico Railway Company
Weatherford, Mineral Wells and Northwestern Railway Company
Texas Mexican Railway Company, The
Toledo, Peoria & Western Railroad Company
Union Pacific Railroad
Union Terminal Company (Dallas), The
(Union Terminal Railway Company
(St. Joseph Belt Railway Company
Western Pacific Railroad Company, The
Wichita Terminal Association, The
Yakima Valley Transportation Co.

- - - - -

NOTES: -

- 1 - This authorization covers that portion of the carrier governed by the Northern Pacific Schedule for Trainmen and Yardmen.

NOTES: - (Continued)

- 2 - This authorization does not include the Missabe
Division outside terminal yard conductors.
-

FOR THE CARRIERS:

M. E. Parks

FOR THE
BROTHERHOOD OF RAILROAD TRAINMEN:

A. J. Hendrix

Chicago, Illinois
January 12, 1968

SOUTHEASTERN RAILROADS

LIST OF SOUTHEASTERN RAILROADS REPRESENTED BY THE SOUTHEASTERN CARRIERS' CONFERENCE COMMITTEE, IN CONNECTION WITH NOTICES, DATED ON OR ABOUT SEPTEMBER 1, 1967, SERVED UPON VARIOUS INDIVIDUAL SOUTHEASTERN RAILROADS BY THE GENERAL CHAIRMEN, OR OTHER RECOGNIZED REPRESENTATIVES, OF THE BROTHERHOOD OF RAILROAD TRAINMEN, OF DESIRE TO CHANGE EXISTING AGREEMENTS AS SET FORTH THEREIN, AND PROPOSALS SERVED BY THE RAILROADS ON OR ABOUT SEPTEMBER 20, 1967 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 Brotherhood, and on behalf of which and on which groups such notices were served.

Atlanta and West Point Rail Road Company
The Western Railway of Alabama
Atlanta Joint Terminals
Central of Georgia Railway Company
Chesapeake and Ohio Railway Company
Clinchfield Railroad Company
Georgia Railroad
Gulf, Mobile and Ohio Railroad Company
Jacksonville Terminal Company
Kentucky & Indiana Terminal Railroad
Louisville and Nashville Railroad Company
Norfolk & Portsmouth Belt Line Railroad
Norfolk and Western Railway Company (Atlantic and
Pocahontas Regions)
Norfolk Southern Railway
Richmond, Fredericksburg and Potomac Railroad Company
(including Potomac Yard)
Seaboard Coast Line Railroad Company
Southern Railway Company
Alabama Great Southern Railroad Company
Cincinnati, New Orleans and Texas Pacific Railway Company
Georgia Southern and Florida Railway Company
Harriman and Northeastern Railroad Company
New Orleans and Northeastern Railroad Company
New Orleans Terminal Company
St. Johns River Terminal Company
Terminal Railway Alabama State Docks

FOR THE CARRIERS:

FOR THE

BROTHERHOOD OF RAILROAD TRAINMEN:

W. S. McGill

W. J. Brundage

Chicago, Illinois
June 12, 1968