

*Chillicothe Run Through*

MEMORANDUM OF AGREEMENT entered into 7th day of March, 1972, at Ft. Madison, Iowa, by and between The Atchison, Topeka and Santa Fe Railway Company, Eastern Lines, and the Brotherhood of Locomotive Engineers pursuant to Article VIII, "Interdivisional, Interseniarity District, Intradivisional and/or Intraseniarity District Service (Freight or Passenger)" of the National Agreement dated May 13, 1971:

458 or  
391

IT IS AGREED:

PART I

Section 1. In accordance with Section 1 of Article VIII of the National Agreement dated May 13, 1971, the company will establish intradivisional and/or intraseniarity district service for unassigned freight engineers as set forth below:

- (a) Chillicothe, Illinois will be eliminated as an away from home terminal, and engineers on the First and Second Districts, Illinois Division, will operate between Corwith, Illinois and Ft. Madison, Iowa.
- (b) Corwith will continue to be the home terminal for First District crews and Ft. Madison will continue to be the home terminal for Second District crews.
- (c) Initially, to develop experience and determine service requirements, Corwith crews upon arrival at Ft. Madison will be called for service subject to their availability under the Hours of Service Law, ahead of any Ft. Madison crews, and without penalty. Ft. Madison crews upon arrival Corwith will be called for service subject to their availability under the Hours of Service Law, ahead of any Corwith crews, and without penalty. The Superintendent, or his designated representative, and the local chairmen will meet periodically for the purpose of making whatever adjustments or changes necessary in the manner in which crews are placed or marked up on the respective boards to avoid excessive held away from home terminal time.
- (d) A separate pool will be established, home terminal Ft. Madison, away from home terminal Streator, Illinois, to handle Penn Central run-through trains. Engineers in this pool will be considered in unassigned pool freight service insofar as Section 3 of the April 12, 1967, Memorandum of Agreement covering the so-called "TP&W - Lomax" operation is concerned.

PART I (Cont'd)

- (e) The parties hereto will meet, upon request of the Carrier, to negotiate a further agreement to eliminate Corwith as a home terminal, with any employe who is thereby required to change his residence being subjected to the benefits contained in Sections 10 and 11 of the Washington Job Protection Agreement and in addition to such benefits shall receive a transfer allowance of four hundred dollars (\$400.00) and five (5) working days instead of the "two working days" provided by Section 10 (a) of said agreement. Change of residence shall not be considered "required" if the reporting point to which the employe is changed is not more than 30 miles from his former reporting point.

PART II

- (a) All miles run over 100 shall be paid for at the mileage rate established by the basic rate of pay for the first 100 miles or less.
- (b) When crews are required to report for duty or are relieved from duty at a point other than the on and off duty points fixed for the service established hereunder, the Carrier shall authorize and provide suitable transportation for the engineers.
- (c) Engineers will be allowed a \$1.50 meal allowance after four hours at the away from home terminal and another \$1.50 allowance after being held an additional 8 hours.
- (d) The Carrier shall determine the conditions under which engineers covered by this agreement may stop to eat. When not permitted to stop to eat, such engineers shall be paid an allowance of \$1.50 for the trip.

PART III

- (a) The so-called General Motors Turn out of Corwith will be assigned as long as need therefor exists.

PART III (Cont'd)

- (b) Combined boards, First and Second Districts, Illinois Division, will be discontinued and in lieu thereof the "Pool Freight Agreement" dated April 27, 1970, in effect on the Middle (former Western) Division will be placed in effect on the First District and the Second District, Illinois Division.
- (c) An engineer's vacancy on a run originating on the First District, Illinois Division, including work trains or turn-arounds out of Corwith, will be protected by a Corwith extra board engineer and if no such extra engineer, by use of senior demoted engineer. An engineer's vacancy on a run originating on the Second District, Illinois Division, including work trains or turn-arounds out of Ft. Madison, will be protected by a Ft. Madison extra board engineer and if no such extra engineer, by use of senior demoted engineer.
- (d) An engineer protecting service under this agreement required to exchange trains with another engineer en route, will be allowed additional compensation in accordance with provisions of Article VII (c) A. (2).
- (e) When mileage requires an additional pool turn, the home terminal thereof will be located at the point of residence of the employe involved, i.e., Ft. Madison or Corwith. When an additional pool turn is called for under Appendix No. 18, it will be added at the terminal required. In filling vacancies on existing pool turns, if the new incumbent thereof lives at other than the home terminal of the turn, he will be required to observe the established home terminal thereof until the end of the month, with said turn being removed from the point at that time and an additional turn added at the other pool freight terminal. The Superintendent, or his designated representative, and the local chairmen will meet periodically to make whatever adjustments or changes may be necessary in this regard.

PART IV

Nothing herein contained shall be construed as modifying or amending any of the provisions of the Schedule Agreement between the Carrier and the B.L.E., except as herein provided.


PART V

This agreement shall become effective March 18, 1972, and remain in full force and effect until changed in accordance with the provisions of the Railway Labor Act, as amended.

FOR THE ORGANIZATION

FOR THE CARRIER

  
C. E. McFather, General Chairman

  
L. M. Olson, General Manager