

MEMORANDUM OF AGREEMENT

Between

THE ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY

WESTERN LINES - NORTHERN AND SOUTHERN DIVISIONS

And the

UNITED TRANSPORTATION UNION (C&T)

Relating to the establishing of interdivisional passenger service assigned to operate between Temple, Texas and Houston, Texas, in accordance with Article XII of the National Agreement dated January 27, 1972.

NOTE: As used in this agreement, the term inter-divisional service includes interdivisional, interseniority district, intradivisional and/or intraseniority district service.

IT IS AGREED THAT:

SECTION I. In accordance with Article XII of the National Agreement dated January 27, 1972, the Company will establish interdivisional service for assigned passenger crews on the Southern Division as set forth below:

- (a) Three train crews will be assigned to passenger Train Nos. 15 and 16 on the Southern Division to operate between Cleburne, Texas and Houston, Texas.
- (b) Cleburne will be the home terminal for the conductors and head trainmen (porter-brakeman) assigned to passenger Train Nos. 15 and 16 on the Southern Division and Houston will be the away-from-home terminal for these assignments.
- (c) Houston will be the home terminal for rear trainmen (flagmen) assigned to passenger Train Nos. 15 and 16 on the Southern Division and Cleburne will be the away-from-home terminal for these assignments, when protected by Galveston District trainmen. When Temple trainmen are assigned to this service in equalization of mileage, the assignments for rear trainmen will be the same as indicated in item (b) of this Section I.

SECTION II. The following provisions apply to train crews in passenger service assigned to Train Nos. 15 and 16 on the Southern Division:

- (a) All miles run over 150 shall be paid for at the mileage rate established by the basic rate of pay for the first 150 miles or less.

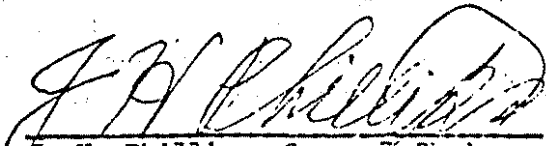
- (b) When train crews are required to report for duty, or are relieved from duty, at a point other than the on and off duty points fixed for the service established hereunder, the Carrier shall authorize and provide suitable transportation for the crews.
- (c) Crews will be allowed a \$2.00 meal allowance after four hours at the away-from-home terminal, and another \$2.00 allowance after being held an additional eight hours.
- (d) The Carrier shall determine the conditions under which crews may stop to eat. When crews on runs of more than 150 miles do not stop to eat, members of such crews shall be paid an allowance of \$1.50 for the trip.

SECTION III. Nothing herein contained shall be construed as modifying or amending any of the provisions of the Schedule Agreements between the Carrier and the United Transportation Union (C&T), except as herein provided.

SECTION IV. This Agreement is applicable only to the assignments outlined herein and is without prejudice to the position of either party with respect to the provisions of Article XII of the National Agreement dated January 27, 1972. Furthermore, it is not to be referred to in connection with any other interdivisional service.

SECTION V. This Agreement shall become effective at 12:01 AM, June 11, 1972, and remain in full force and effect until changed in accordance with the provisions of the Railway Labor Act, as amended.

FOR THE UNITED TRANSPORTATION
UNION (CONDUCTORS AND TRAINMEN):


J. H. Phillips, General Chairman

FOR THE CARRIER:


F. N. Stuppi, General Manager -
Western Lines