

PASSENGER SERVICE

RULE 1. (a) Basic Rates of Pay. Rates for conductors and brakemen on trains propelled by steam or other motive power: See current rate sheets for passenger rates of pay for per mile, per day, per hour and per month rates. Rate sheets will be maintained to reflect national agreements.

Helper conductors, when used to assist regularly assigned passenger conductors, will receive passenger rates of pay and passenger miles.

The extra allowance for handling U.S. Mail by train baggagemen will apply to conductors or brakemen who may be assigned regularly or temporarily to that work. For application of the 46-cent differential for train baggagemen or conductors or brakemen handling U.S. Mail, see Rule 11, Train Baggagemen.

(b) Passenger brakemen on passenger trains required to handle, load or unload mail, baggage, express, etc., or required to assist in handling, loading or unloading such business will be allowed differential of forty-six (46) cents per day over the passenger brakeman's rate on trips on which such service is performed.

This differential does not apply to brakemen receiving differential or special allowance for handling head-end business, neither does it apply to brakemen on motor runs or to brakemen on steam passenger runs temporarily supplanting motor runs.

(c) Freight rates will be paid to conductors, baggagemen and brakemen of passenger train on which company shipments are handled as set forth below:

1. Train Baggageman. The payment of freight rates under the conditions hereinafter set forth, will apply to train baggageman only where the cars containing the company shipments are in his charge.

2. DC&H. Freight rates will be paid for DC&H material or supplies (except fresh milk, cream, ice cream and fish), to commissaries, restaurants or employes on line, but will not be paid for supplies for the dining cars in the train, box lunches, DC&H linen.

3. Company Material. Freight rates will be paid for company material exceeding 100 pounds in weight in the aggregate on the train at any one point between the crew's terminals, provided that stationery, advertising and printed matter in excess of 100 pounds in the aggregate, may be handled at passenger rates where the individual shipments for any station between the crew's terminal points do not exceed 25 pounds in weight.

4. Mail. Freight rates will not be paid for company mail, including payrolls, vouchers, tariffs, tickets, meal and baggage checks, timetables, reports, documents, statements, blueprints, specimens for tests, samples and defective materials for inspection.

5. Washouts-Derailments. Freight rates will not be paid for the handling of company shipments or material of any kind, or in any volume, on passenger trains, for washouts, derailments or interruptions to signal system, telegraph or telephone communications from any point on the railroad direct to point of necessity in the territory within scope of this agreement.

6. Express. Freight rates will not be paid for any company material moving under express billing from off line points to on line points, or from on line points to off line points, or for company shipments of less than 100 pounds in weight in the aggregate between points on the line of the Union Pacific Railroad, nor for fresh milk, cream, ice cream, fish and shipments of money, regardless of weight (Express messengers and baggagemen will be instructed to advise train conductor of shipments over 100 lbs. in the aggregate.)

7. Supplies. Freight rates will not be paid to crews of passenger trains for handling the following company shipments:

- (a) Ice or water for employes
- (b) Tools and repair parts, not in excess of 100 pounds accompanying each employe riding on passenger trains
- (c) Train signals or flagging equipment
- (d) Locomotive or diesel parts carried on locomotives or diesels for their own use
- (e) Hospital Department supplies

(f) Fresh milk, cream, ice cream and fish for employes of the DC&H Department, shipped under either company or express billing

(g) Clocks and watches for use of company or its employes.

8. When freight rates apply under the provisions of this rule, the conductors and brakemen will be paid the minimum freight rate of the passenger district and the train baggagemen will be paid same rate as the brakemen, and where the freight rates do apply and the total weight of shipments loaded or unloaded between the crews' terminals amounts to 2500 pounds or more, local rates apply for train crews.

9. Freight rates will apply to the mileage of the passenger district, except that on trips of less than 150 miles conductors and brakemen will be allowed freight rates for actual miles run or minimum of 150 miles at passenger rates, whichever greater.

10. Train baggageman will be paid same rate as brakeman for each passenger district on which conductors and brakemen are paid freight rates.

11. Overtime and terminal time will be allowed at freight rates on basis of $12\frac{1}{2}$ miles per hour. Terminal time will be computed on basis of passenger rules.