ITEM ‑ 45

Rules 45(a) and 92(24) of the current agree­ment effective November 1, 1957 are modified as follows only for the Cheyenne‑Laramie and Denver­-Laramie freight pools:

 (1) Brakeman unable to hold a regular turn in Cheyenne‑Laramie pool may make application for temporary vacancy in that pool in preference to dis­placing on a regular turn in the Denver‑Laramie pool, subject to the provisions of Rule 93(d)(1).

 (2) Brakeman who is unable to hold a regular turn in pool service and elects to place himself on the freight brakemen's extra board at Cheyenne for­feits all rights to temporary or permanent vacan­cies in the Denver‑Laramie pool that existed at the time he made his election, but may exercise his seniority on any such vacancy that occurs after he has made his election.

 (3) The provisions of Rule 45(a) will apply to brakemen in the Denver‑Laramie and Denver‑Cheyenne

poo1s.

 (4) Brakemen losing their turn, temporary or permanent, in the Denver‑Laramie pool will be placed on the board at Cheyenne as follows:

 (a) When compensated for deadheading between Denver and‑Cheyenne position on board will be established 8 hours after time of displacement, if turn is in Denver, and 8 hours after tie up time at Denver if enroute. In the event there is a dis­agreement over deadhead allowance the Company will not be penalized.

 (b) When not compensated for deadheading Denver to Cheyenne position on board will be es­tablished as of the time of displacement, if turn is in Denver, or the time of tie up at Denver if enroute.

  (c) Brakemen will not be used out of Cheyenne in less than 8 hours after tie up time at Denver, except in case of shortage of men or in event of emergency.

 (d) Brakemen concerned will be responsible for seeing that they are properly placed on the board at Cheyenne and the Company will not be penalized if a brakeman does not fulfill this re­sponsibility.

 This agreement will become effective August 1, 1965 and may be terminated upon 10 days written notice by either party upon the other.