ITEM ‑ 50(a)

IT IS AGREED:

 Section 1: Except as otherwise provided in this agreement, rules, agreements, interpretations or practices, however established, which prohibit or restrict the use of conductors in the performance of work incident to the coupling and uncoupling of air, steam and signal hose and/or making air brake tests shall be eliminated and there shall be no prohibitions or restrictions on conductors perform­ing such work.

 Section 2: In consideration of the conditions specified in Section 1 of this agreement, rates of pay for conductors who are paid other than passenger and/or through freight rates of pay shall be increased .008¢ per mile (80¢ per l00 miles). This increase shall apply to the basic and mileage rates of pay.

 Section 3: In the application of this agreement, conductors in through freight service will not be required to couple air hoses on cars which do not move forward in their own train; provided, however, nothing herein shall be construed or interpreted so as to prevent conductors from coupling of hoses as necessary in the performance of station switching.

 Section 4: In yards or terminals where car inspectors are employed and are on duty in the departure yard for the purpose of inspecting trains and making terminal air tests, conductors will not be required to chain up or unchain cars, couple or uncouple air, signal or steam hose and/or make air brake tests; except as hereinafter provided:

 a) Between engine and first car of train.

b) Between engine and caboose.

c) Between Cabooses and last car of train.

d) Between cars when cutting or coupling at crossings.

e) Between first and last car where double-­over is made from one track to another.

f) Between first and last car in making a straight setout and/or straight pickup to and/or from a single track.

 Section 5: At main line district terminals, road crews in through freight service required to make car to car air tests and/or perform work beyond the exceptions set forth in Section 4, the conductor of such crew will convert to local rate of pay.

 Section 6: This agreement shall be effective April l, 1970 and thereafter subject to change, modification or amendment as provided in the Railway Labor Act, as amended.

 Dated at Omaha, Nebraska this 13th day of May, 1970