

(The following eastern railroads accepted the preceding agreement subsequent to January 29, 1965:)

Pittsburgh, Chartiers & Youghiogeny Railway Co.

Montour Railroad

Monongahela Railway

Baltimore & Ohio Railroad Co.

Staten Island Rapid Transit Railway Co.

Curtis Bay Railroad Co.

Pennsylvania-Reading Seashore Lines

(The following eastern railroads declined to sign the January 29 agreement:)

Maine Central Railroad Co.

Washington Terminal Co.

BROTHERHOOD OF RAILROAD TRAINMEN,

Cleveland, Ohio, February, 1, 1965.

Re agreement of January 29, 1965, between Brotherhood of Railroad Trainmen and certain eastern railroads on subject of crew consist.

Vice Presidents and

Alternate Vice Presidents

Brotherhood of Railroad Trainmen.

DEAR SIRs AND BROTHERS: You will recall our consideration, during the meeting of Grand Lodge officers held January 12, 1965, of a proposed settlement of the crew consist issue under discussion with representatives of the Eastern Railroads Presidents Conference, which would result in the establishment of a uniform rule applicable to the participating railroads whereby the crew consist in both road and yard service would be not less than one conductor and two brakemen. The proposition as explained was unanimously approved by all of you who were present.

After discussing the matter with the carrier representatives on several occasions, I am pleased to report to you that on January 29, 1965, an agreement was reached with 23 Eastern railroads providing for a crew consist rule to be inserted in the respective agreements between the parties on each railroad, party to the settlement, which will establish a crew consist on all ground road and yard crews in all classes of road and yard service of not less than a conductor (foreman) and two (2) trainmen (helpers), effective with the expiration of the Award of Board 282 or earlier in a Full Crew Law state in the Eastern Territory in event such law is repealed.

The terms of the agreement are self-explanatory; however, State Legislative Representatives are being furnished copy of this letter and attachment and their attention is particularly called to the provisions of Paragraph 5, Page 3 of the Agreement, wherein the Brotherhood is committed to immediately withdraw all opposition to the repeal of existing statutory and regulatory minimum crew requirements and from participation in any litigation concerning the legality of such requirements in the states covered by the Agreement. The Brotherhood will not institute or support the adoption of any new minimum crew consist laws or regulations in the states covered by this Agreement while this Agreement is in effect.

The above commitment applies only to the Eastern states, and has no application whatsoever to our Full Crew Law activities in other states.

State Legislative Representatives in the states comprising the Eastern Territory are cautioned to take care that the terms of this Agreement concerning Full Crew Laws are fully complied with, taking any necessary action in that connection without delay.

General Chairmen on the railroads, parties to this settlement, are likewise being furnished with copy of this letter and the attachment, and should acquaint their committeemen and lodges with this development. Additional copies of the agreement are available upon request. All other U.S. General Chairmen are being furnished copy as information.

All concerned are reminded that under this settlement, any reductions which may be made under the agreement will be made in accordance with the principles of attrition, so that all employees who held seniority dates prior to January 25,