

SPECIAL BOARD OF ADJUSTMENT NO. 605

PARTIES) Cincinnati Union Terminal Company
TO THE) and
DISPUTE) TC-Division, Brotherhood of Railway, Airline and Steamship Clerks,
Freight Handlers, Express and Station Employees

QUESTIONS
AT ISSUE:

1. Does the substitution of data covering "total engines and cars handled" added to "Freight Movements and Detour Movements computed on the basis that three such train movements equal one car count" for "gross operating revenues" and "net revenue ton miles" respectively, as those terms are used in Article I, Sections 3 and 4 of the Agreement of February 7, 1965, provide an appropriate measure of volume of business of the Cincinnati Union Terminal Company for this craft?
2. If the answer to Question No. 1 is affirmative, should the Agreement proposed by the Carrier, attached hereto as Carrier's Exhibit No. 10, be entered into by the Organization representative in disposition of this matter?
3. If the answer to Question No. 1 is negative, what data should be substituted to provide an appropriate measure of volume of business or in what manner or to what extent should the Carrier's proposed Agreement (Carrier's Exhibit No. 10) be amended or revised?

OPINION

OF BOARD: The Committee considers it necessary in this case to obtain additional information from the parties.

A W A R D

The matter is remanded to the parties to provide the Committee no later than January 10, 1972, with an actual five-day first trick study of the ratio of telegrapher time spent in the base period and presently in handling detour freight movements compared to engines and cars included in the monthly car count.

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Milton Friedman
Neutral Member

Dated: Washington, D. C.
November 17, 1971