

2. Coolers shall be maintained in a suitable operating condition. In cases where such coolers become inoperative enroute arrangements will be made by the carrier to place an adequate supply of ice and drinking water in a suitable container on the locomotive at the next crew changing or turning point. On diesel-electric locomotives which have inoperative water coolers which cannot be repaired or replaced prior to dispatchment, an adequate supply of ice and drinking water in a suitable container will be provided and placed in the locomotive by the carrier.

3. In the cab of each locomotive equipped with a cooler as provided in Section 1 hereof, there shall be installed and maintained a suitable drinking cup container, which shall be in a readily accessible location. Locomotives equipped with such containers shall be provided with an adequate supply of paper cups to fit the containers, these to be the NYC standard flat paper cup as commonly used in passenger coaches.

4. Each cooler shall be provided with a one gallon glass or plastic bottle water container, which shall be filled before dispatchment with drinking water from a source meeting Health Department standards. Equipment Department forces, at points where employed, shall remove each bottle from the cooler upon arrival of locomotive, rinse with an approved Chloride of Lime solution, again rinse with cooler water, and then, prior to dispatchment of the locomotive, fill the bottle with the approved drinking water and place it on the cooler in the locomotive. At outlying points where Equipment Department forces are not employed, proper facilities shall be made available so the locomotive crew can obtain a proper supply of drinking water for their cooler bottles. Where conditions of service justify an additional supply of water, a second bottle will be provided for each cooler which shall be taken care of as provided herein and then placed in a suitable location in the cab so as to be ready for use. The Master Mechanic and Local Committee will endeavor to agree on runs or jobs that should be supplied with more than one bottle of water on each locomotive; failing to agree, the matter will be progressed in accordance with the Railway Labor Act, as amended.

5. Cooler and cooler water passages shall be cleaned and sterilized at monthly inspection periods in the same manner as that prescribed for the sterilizing of drinking water systems on passenger coaches, which is that approved by the Department of Health. Bottles sterilized, but not in place on cooler, shall be kept capped or corked; bottles shall be kept on the coolers at all times in order to keep the well of the cooler clean.

E. Bay Windows

All yard type (DES) Diesel locomotives on properties covered by this Agreement, will be equipped for bay windows on the Engineers' side, installation of which to be programmed as follows:

1. Installation to begin October 1, 1961, and to continue thereafter on a proportionate basis for each property, so as to be completed by October 1, 1965.
2. During the period of installations and upon the completion date thereafter, the locomotives so equipped will be provided with bay windows from October 1 thru April 30.

Prior to October 1, 1961, the Carrier will meet with the signatory General Chairmen or their representatives to discuss the type of bay window to be installed. The suggestions of the organization representatives to be given due consideration of this subject without waiver of the Carrier's right to make the final determination.

F. Visual Examinations

Rule 9 (b) of Carrier's Rules (Instructions) Governing Examinations of Visual Acuity, Color Perception and Hearing of Applicants for Employment, Employees on Promotion and Periodically, dated April 16, 1947, shall be applied with the following modification:

An Engineer whose vision, without glasses, is 20-150 or less in either eye, but who otherwise with glasses does meet the standards for Class "A" service, shall be exempt from the restriction in paragraph (b), provided:

1. He reports within ten (10) days to an oculist designated by the Company for complete visual examination; and
2. The oculist finds no impairment of vision which is not correctable by the use of glasses prescribed or approved by said oculist.

NOTE: In the application of this rule modification, Engineers will not be restricted from class of service assigned pending period for examination and findings of the oculist as provided in (1) and (2) above.

G. This Agreement is in full, final and complete settlement of all items in Mediation Case A-6084 and will become effective April 1, 1961, and thereafter subject to the provisions of the Railway Labor Act, as amended.

FOR THE BROTHERHOOD OF LOCOMOTIVE
ENGINEERS:

FOR THE CARRIERS:

By /s/ E. E. Garvey
E. E. Garvey, General Chairman
New York Central (New York and Eastern
Districts)

By /s/ L. B. Fee
L. B. Fee, Vice President,
Employee Relations