

question on Western Lines, requesting a similar arrangement for Eastern Lines, to be forwarded to Mr. McNicol, Vice-President, in appeal. Carried.

Meeting adjourned at 11.45 a.m. until 1.30 p.m.

AFTERNOON SESSION, MONDAY, NOVEMBER 13TH, 1911.

Meeting called to order at 1.30 p.m., all members present excepting Brother D. Campbell.

A letter was submitted for the approval of the Committee, reading as under:

Montreal, November 13th, 1911

Mr. C. Murphy,

General Superintendent of Transportation,

Canadian Pacific Railway, Montreal, Que.

Dear Sir,—On behalf of the Joint Committee of General Chairmen representing your employees in train, engine and telegraph service, I have to advise you that your letter of this date in connection with the handling of train orders by telephone direct from dispatcher to conductor is too indefinite to be acceptable.

The Committee desire that you endorse the letter given by the General Manager of Western Lines as applicable also to Eastern Lines, and that it be understood that the employees we represent will not, except in cases of emergency such as personal injury, wrecks, washouts or snow blockades, be required to receive or transmit orders except in the manner prescribed by rules in effect.

Unless you are prepared to do this kindly consider the matter as appealed to the Vice-President for his consideration.

Yours truly,

Signed on behalf of the Committee,

W. G. CHESTER

Moved by Pros. Berry and McGovern, that the letter as read be approved by the Committee and forwarded to Mr. Murphy. Carried.

The following letter was also read for the approval of the Committee:

Montreal, November 13th, 1911.

Mr. D. McNicol,

Vice-President.

Canadian Pacific Railway,

Montreal, Que.

Dear Sir,—On Saturday, November 11th, the Chairmen of the several organizations discussed with Mr. Murphy, General Superintendent of Transportation, Eastern Lines, the question as to the manner in which the telephone is being used in connection with the transmission of train orders.

In some cases train orders have been transmitted by the dispatcher directly to the conductor, which cases, in our opinion, did not warrant such action. On some divisions general circulars are in effect instructing conductors in all cases of delay of five and ten minutes at points where there are no telegraph operators on duty they are to put up their telephone and get into communication with the dispatcher, who then, in many cases, sends train orders over the telephone direct to the conductor.

This is not in accordance with the rules governing the transmission of train orders, and it is the unanimous opinion of this committee that the practice of transmitting train orders direct to conductors, being a violation of rules in effect, should be discontinued, except in cases of injury to persons on or by their trains, or in cases of wrecks, washouts or snow blockades, on the sub-division over which the train requiring the orders is being moved.

This Committee had this question up with the General Officers for Western Lines, and under date of August 4th, received a letter over the signature of the General Manager, which was accepted as a settlement of the question on Western Lines, a copy of which we herewith enclose.