

BLF&E
OCTOBER 14, 1955

MEDIATION AGREEMENT CASES NOS. A-4933 AND A-5060

AND

AGREEMENT DATED OCTOBER 14, 1955

BETWEEN

RAILROADS REPRESENTED BY THE EASTERN, WESTERN
AND SOUTHEASTERN CARRIERS' CONFERENCE COMMITTEES

AND

EMPLOYEES OF SUCH CARRIERS

REPRESENTED BY THE

BROTHERHOOD OF LOCOMOTIVE FIREMEN AND ENGINEERS

MEDIATION AGREEMENT

Case No. A-4933

Case No. A-5060

BROTHERHOOD OF LOCOMOTIVE
FIREMEN AND ENGINEERS
AND
EASTERN CARRIERS' CONFERENCE COMMITTEE
WESTERN CARRIERS' CONFERENCE COMMITTEE
SOUTHEASTERN CARRIERS' CONFERENCE COMMITTEE

In settlement of differences as set forth in Docket Cases Nos. A-4933 and A-5060 of the National Mediation Board and under the provisions of the Railway Labor Act, as amended, it is mutually agreed that the questions in dispute are hereby disposed of by the execution of agreement as of this date, copy of which is attached hereto.

SIGNED AT CHICAGO, ILLINOIS, this 14th day of October, 1955.

FOR THE PARTICIPATING CARRIERS
LISTED IN EXHIBIT A:

Frank Sobel
Chairman

E. P. Gangerone

L. W. Horning

H. E. Jones

J. W. Oram

R. W. Pickard

G. C. White

FOR THE PARTICIPATING CARRIERS
LISTED IN EXHIBIT B:

L. P. Loomis
Chairman

J. Walbe

FOR THE EMPLOYEES REPRESENTED BY
THE BROTHERHOOD OF LOCOMOTIVE
FIREMEN AND ENGINEERS:

H. E. Gilbert
International President

Nubel Eschler
Vice President

COMMITTEE:

Herbert H. Ball
Chairman

Dale H. Creasy
Vice Chairman

E. P. M. Connaught
Secretary

W. Gibson

L. S. Beauregard

L. L. Parry

Thomas H. Russell

John A. Jones

G. D. Morgan

FOR THE PARTICIPATING CARRIERS
LISTED IN EXHIBIT B: (Continued)

C. Buckley
J. H. Green
G. J. Cannon
G. H. Hallman

FOR THE PARTICIPATING CARRIERS
LISTED IN EXHIBIT C:

B. B. Bryant
Chairman
W. J. Baker
Fred A. Burroughs
J. K. Day, Jr.
C. C. Wheeler
W. S. Scholl

WITNESS:

Reverend Edwards
Chairman, National Mediation Board

A G R E E M E N T

This Agreement made this 14th day of October, 1955, by and between the participating carriers listed in Exhibits A, B and C, attached hereto and made a part hereof, and represented by the Eastern, Western and Southeastern Carriers' Conference Committees, and the employees of such carriers shown thereon and represented by the Brotherhood of Locomotive Firemen and Enginemen through their conference committee.

IT IS HEREBY AGREED:

ARTICLE I - WAGE INCREASE - GENERAL

The equivalent of an increase of $10\frac{1}{2}$ cents per hour will be made in the manner and on the effective dates set forth in Articles II, III and IV of this Agreement.

ARTICLE II - WAGE INCREASES - ROAD AND YARD

(a) Effective October 1, 1955, basic daily rates of pay for road service shall be increased by 4 cents per hour or 32 cents per basic day.

(b) Effective October 1, 1955, basic daily rates of pay for yard service shall be increased by one-half cent per hour or 4 cents per basic day.

(c) Also effective October 1, 1955, all basic daily rates of pay shall be increased by an additional 4 cents per hour or 32 cents per basic day. This additional increase of 4 cents per hour (32 cents per basic day) is in lieu of the offer of the carriers made through the Carriers' Conference Committees in letter dated September 15, 1955 "to set up a medical and hospital insurance plan for employees represented by the Brotherhood of Locomotive Firemen and Enginemen similar to that now in effect for Non-Operating employees, the cost of such plan to be not in excess of \$6.80 per month which will be borne by the carriers." If the Brotherhood of Locomotive Firemen and Enginemen on individual railroads desires to pursue pending notices for health and welfare benefits or to move on individual railroads (as distinguished from regionally or nationally) for a carrier-financed health and welfare plan, this additional wage increase of 4 cents per hour (32 cents per basic day) or such portion thereof as may be required under a plan adopted by mutual agreement will be automatically converted on such railroad or railroads for payment of such health and welfare plan as may be adopted.

NOTE: It is understood that on certain railroads such as the so-called "steel railroads," agreements are already in effect covering health and welfare plans with contributions by the carrier for employees represented by the Brotherhood of Locomotive Firemen and Enginemen. Negotiations with respect to such agreements are not covered by this section.

(d) In application of increases provided for in paragraphs (a), (b) and (c) of this ARTICLE II -

1. All arbitraries, miscellaneous rates, or special allowances as provided in the schedules or wage agreements shall be increased under this agreement in proportion to the daily increase herein granted.
2. In determining new hourly rates, fractions of a cent will be disposed of by applying the next higher quarter of a cent.
3. Mileage rates shall be determined by dividing the new daily rates by the miles constituting a basic day's work in the respective classes of service.
4. Daily earnings minima shall be increased by the amount of the respective daily increase.
5. Existing money differentials above existing standard daily rates shall be maintained.
6. In local freight service the same differential in excess of through freight rates shall be maintained.

ARTICLE III - GUARANTEES

- (a) Effective October 1, 1955, the daily earnings minima applicable to passenger service shall be further increased by the addition of \$1.10 to the amount resulting from the application of ARTICLE II(d) 4.
- (b) Effective October 1, 1955, the minimum daily earnings from all sources, for each day to which service payments are credited, of employees in local freight, mine run, wreck, work, helper and road switcher (not including pool, chain gang or converted) service, and not now subject to other guarantees, shall be as follows:

Engineers	\$18.49
Firemen	16.39

NOTE: The term "local freight service" includes road service paid local freight rates, subject to the exclusions set forth above.

ARTICLE IV - FIVE-DAY WORK WEEK

- (a) Effective October 1, 1955, Agreement "B" entered into by the parties hereto under date of May 23, 1952 is cancelled in its entirety. Interim Agreement dated May 23, 1952, shall remain in effect on each system or systems until the date when a 5-day week is established.
- (b) In the event that the Brotherhood of Locomotive Firemen and Enginemen desires to place the five-day work week agreement of May 23, 1952 into effect on a railroad system or systems, the Brotherhood shall give such system or systems sixty (60) days' notice to that effect. On the first day of the first calendar month following the 60-day notice period, the following provision shall become effective:

(1) Paragraph (a) of Section 1 of ARTICLE 3 of Agreement "A" entered into by the parties hereto under date of May 23, 1952, is cancelled in its entirety and is replaced by the following substitute paragraph (a) of Section 1 of ARTICLE 3 of the above-mentioned Agreement "A":

"ARTICLE 3 - FIVE-DAY WORK WEEK

"Section 1

"(a) Such carrier, as has not heretofore done so, will establish for engineers and firemen, and helpers on other than steam power, in yard, transfer, and belt line service, or combinations thereof, and hostler and hostler helpers, represented by the Brotherhood of Locomotive Firemen and Enginemen, a work week of five basic days. Except as otherwise provided in this ARTICLE 3, the work week will consist of five consecutive days with two days off in each seven. The foregoing work week rule is subject to all other provisions of this agreement."

(2) ARTICLE 1 of Agreement "A", entered into as aforesaid under date of May 23, 1952, is cancelled in its entirety and is replaced by the following substitute ARTICLE 1 of Agreement "A":

"ARTICLE 1 - WAGE INCREASES

"(a) On railroads where the five-day work week has been established prior to October 1, 1955, basic hourly rates of pay for engineers and firemen, and helpers on other than steam power, in yard, transfer, and belt line service, or combinations thereof, and hostlers and hostler helpers, shall be increased by adding to the basic hourly rates in effect on November 30, 1955, a new conversion adjustment to be determined by first applying 20% to the basic daily rates in September 1948 (established by Agreements of August 11, 1948), dividing the result by 8 and then deducting $18\frac{1}{2}$ cents per hour. To the conversion factor thus obtained shall be added additional amounts of $3\frac{1}{2}$ cents per hour or 28 cents per basic day, and 5 cents per hour or 40 cents per basic day, of which 6 cents per hour or 48 cents per basic day shall be effective October 1, 1955 and the balance shall be effective December 1, 1955.

"(b) On railroads where the five-day work week has not been established prior to October 1, 1955, basic hourly rates of pay for engineers and firemen, and helpers on other than steam power, in yard, transfer, and belt line service, or combinations thereof, and hostlers and hostler helpers, shall be increased on the date the five-day work week is to become effective, by adding to the basic hourly rates in effect on the last day of the immediately preceding calendar month, a new conversion adjustment to be determined by first applying 20% to the basic daily rates in September 1948 (established by the Agreements of August 11, 1948), dividing the result by 8 and then deducting $14\frac{1}{2}$ cents per hour. To the conversion factor thus obtained shall be added $3\frac{1}{2}$ cents per hour or 28 cents per basic day and 5 cents per hour or 40 cents per basic day.

"NOTE: Where a Committee on any system or systems gives notice within 30 days from the date of this agreement that the employees represented by it desire to go on the five-day week, the increases set forth in this paragraph (b) shall become effective December 1, 1955, and the five day week shall become effective on the first day of the first calendar month following 60 days from the date of such notice. If such notice should be subsequently withdrawn, the rates shall immediately revert to those in effect prior to December 1, 1955.

"(c) Unless basic rates are increased or decreased prior to conversion the conversion adjustments set forth in paragraphs (a) and (b) of this ARTICLE 1 and in ARTICLE IV (c) of the Agreement of October 14, 1955 will result in the following standard basic daily rates of pay:

Weight on Drivers (pounds)	Rates Per Day	
	Engineers	Firemen
	All Districts <u>a</u>	All Districts <u>a</u>
Less than 140,000	\$ 19.45	\$ 17.19
140,000 - 200,000	19.97	17.34
200,000 - 250,000	20.17	17.55
250,000 - 300,000	20.35	17.75
300,000 - 350,000	20.53	18.08
350,000 - 400,000	20.79	18.17
400,000 - 450,000	21.04	18.35
450,000 - 500,000	21.29	18.55
500,000 - 550,000	21.54	18.75
550,000 - 600,000	21.76	18.94
600,000 - 650,000	21.97	19.13
650,000 - 700,000	22.19	19.32
700,000 - 750,000	22.41	19.52
750,000 - 800,000	22.62	19.71
800,000 - 850,000	22.84	19.90
850,000 - 900,000	23.05	20.09
900,000 - 950,000	23.27	20.28
950,000 - 1,000,000	23.49	20.48
	With 21 $\frac{1}{2}$ ¢ added for each addi- tional 50,000 lbs. or fraction thereof.	With 19¢ added for each addi- tional 50,000 lbs. or fraction thereof.

Outside hostlers	\$ 18.00
Inside hostlers	17.19
Outside hostler helpers	16.46

M A L L E T S

Weight on Drivers (pounds)	Rates Per Day		
	Engineers		Firemen
	East and Southeast <u>b</u>	West <u>c</u>	All Districts <u>a</u>
Less than 275,000	\$21.43	\$21.43	\$18.42
275,000 - 500,000	21.72	21.72	18.74
500,000 - 550,000	22.01	21.91	18.90
550,000 - 600,000	22.30	22.11	18.95
600,000 - 650,000	22.59	22.30	19.14
650,000 - 700,000	22.87	22.49	19.34
700,000 - 750,000	23.16	22.58	19.53
750,000 - 800,000	23.45	22.87	19.72
800,000 - 850,000	23.74	23.07	19.91
850,000 - 900,000	24.03	23.26	20.10
900,000 - 950,000	24.31	23.45	20.30
950,000 - 1,000,000	24.60	23.64	20.49
	With 29¢ added for each addi- tional 50,000 lbs. or frac- tion thereof.	With 19¢ added for each addi- tional 50,000 lbs. or frac- tion thereof.	With 19¢ added for each addi- tional 50,000 lbs. or frac- tion thereof.

Note: Steam locomotives of the 4-8-4 and 2-10-4 type to be reclassified for pay purposes by being moved into the next higher wage bracket.

- a Carriers represented by Eastern, Western and Southeastern Carriers' Conference Committees.
- b Carriers represented by Eastern and Southeastern Carriers' Conference Committees.
- c Carriers represented by Western Carriers' Conference Committee.

"(d) Rates other than standard will be computed in accordance with the formula set forth in paragraphs (a) or (b) above.

"(e) As amended in this agreement and as amended by ARTICLE 3 - VACATIONS - of the Agreement of January 9, 1954, ARTICLE 3 - FIVE-DAY WORK WEEK of Agreement "A" of May 23, 1952 will become a part of this agreement and will be applicable to the parties hereto.

"(f) The Interim Agreement of May 23, 1952 is cancelled in its entirety as provided in ARTICLE IV (a) of Agreement dated October 14, 1955."

(c) Effective June 1, 1955, the rates for yard engineers who have converted to the five day week shall be increased by 25¢ per day. Other yard engineers who convert to the five-day week will receive the same increase effective with the date of conversion.

ARTICLE V - COURT APPROVAL

This agreement is subject to approval of the courts with respect to carriers in the hands of receivers or trustees.

ARTICLE VI - CLAIMS COMMITTEE

(a) Any claim for the payment of money involving the interpretation or application of any of the terms of this agreement alone, and not settled on the carrier, shall be referred jointly or by either party for decision to a committee, the carrier members of which shall be the chairmen of the carriers' conference committees signatory hereto, or their representatives or successors, and the employee members of which shall be three representatives selected by the Brotherhood of Locomotive Firemen and Enginemen. The committee shall meet twice annually, between January 1 and June 30, and between July 1 and December 31, if any claims are to be decided. A majority vote of members of the committee shall be necessary to decide a claim. In the event the committee as so constituted is unable to reach a decision with respect to any submitted dispute or disputes, the committee shall endeavor to agree upon the selection of a neutral referee to sit with the committee and act as a member thereof in the decision of such submitted dispute or disputes. Should the committee be unable or fail to agree upon the selection of a neutral referee, any three members of the committee may request the National Mediation Board to appoint a neutral referee. Decisions of the committee shall be final and binding upon the parties to the dispute or disputes.

(b) Unless otherwise agreed to by the Claims Committee, claims which have been duly submitted to the committee in conformity with the procedures adopted to implement this ARTICLE VI, between January 1 and June 30 both inclusive, in any year shall be decided or deadlocked between July 1 and December 31 of that year; and such claims as are so submitted between July 1 and December 31 of any year both inclusive, shall be decided or deadlocked between January 1 and June 30 of the following year. In event a party hereto shall fail or refuse on any occasion to select its members to serve on the committee, or shall fail or refuse to meet within the time limits prescribed by this article, the then pending claims shall be regarded as decided in favor of the party not guilty of such failure or refusal and settled accordingly but without establishing a precedent for any other cases.

ARTICLE VII - MORATORIUM

It is hereby agreed that no proposals for changes in rules requiring the creation or elimination of, or increase or decrease in, the payment of arbitraries will be initiated or pending proposals progressed before June 30, 1956, and shall not be initiated or progressed except upon 30 days' notice thereafter given, provided, however, this paragraph shall not be construed to prohibit adjustments of arbitraries by mutual agreement on individual railroads to meet local conditions during the period of this moratorium.

NOTE: The term "notice" does not require a new notice under Section 6 of the Railway Labor Act, as amended, as to pending proposals but only a request to resume negotiations.

ARTICLE VIII - SETTLEMENT

This Agreement is in full and final settlement of the disputes growing out of notices served by the employees parties hereto and by the carriers parties hereto on or about July 1, 1954, in accordance with Section 6 of the Railway Labor Act, as amended, of intended changes in agreements affecting rates of pay, rules and working conditions, and to dispose of the matter of a general wage increase.

ARTICLE IX - TERMINATION

This Agreement shall be construed as a separate agreement by and on behalf of each carrier party hereto and those employees represented by the Brotherhood of Locomotive Firemen and Enginemen as heretofore stated, and shall remain in effect subject to notices served in accordance with Section 6 of the Railway Labor Act, as amended.

Signed at CHICAGO, ILLINOIS, this 14th day of October, 1955.

FOR THE PARTICIPATING CARRIERS LISTED IN EXHIBIT A:

Frank [Signature]
Chairman
E. P. Langewiese
L. W. Hanning

FOR THE EMPLOYEES REPRESENTED BY THE BROTHERHOOD OF LOCOMOTIVE FIREMEN AND ENGINEMEN:

H. C. Gilbert
International President
Hubert [Signature]
Vice President

FOR THE PARTICIPATING CARRIERS
LISTED IN EXHIBIT A: (Continued)

J. T. E. Jones
J. W. Oram
R. W. Pickard
G. C. White

FOR THE PARTICIPATING CARRIERS
LISTED IN EXHIBIT B:

L. P. Loomis
Chairman
Guwalbe
C. Buckley
H. Horn
E. Hansen
H. Hillman

FOR THE PARTICIPATING CARRIERS
LISTED IN EXHIBIT C:

B. B. Bryant
Chairman
W. S. Baker
Fred A. Burroughs

FOR THE EMPLOYEES REPRESENTED BY THE
BROTHERHOOD OF LOCOMOTIVE FIREMEN AND
ENGINEERS: (Continued)

COMMITTEE:

Herbert H. Ball
Chairman
Dale H. Creasy
Vice Chairman
E. P. McCormack
Secretary
M. Gibson
L. L. Blanford
T. H. Parry
Thomas H. Purnell
John R. Jones
G. O. Morgan

FOR THE PARTICIPATING CARRIERS
LISTED IN EXHIBIT C: (Continued)

F. K. Day, Jr.

Carver

W. S. Scholl

WITNESS:

Richard Edwards
Chairman, National Mediation Board

Eastern Railroads which have authorized representation by the Eastern Carriers' Conference Committee in the handling of notices filed on the individual railroads on or about July 1, 1954 by the BROTHERHOOD OF LOCOMOTIVE FIREMEN AND ENGINEERS of desire to amend the existing agreements to provide for wage and rules changes as set forth in said notices; also, notices served by the carriers on the employees represented by said organization of desire to amend existing agreements to provide certain rules changes as set forth in such notices.

(Authority is co-extensive with the notices filed and with the scope of agreements as to classes of employees)

Railroads	Represented by Brotherhood of Locomotive Firemen and Engineers			
	Engineers	Firemen	Hostlers	Hostler Helpers
(1)	(2)	(3)	(4)	(5)
Akron, Canton & Youngstown RR		x	x	
Aliquippa & Southern RR	x	x		
Ann Arbor RR		x	x	
Baltimore and Ohio RR		x	x	
Buffalo, Rochester & Pittsburgh Territory		x	x	
Buffalo and Susquehanna District		x	x	
Baltimore & Ohio-Chicago Terminal RR		x	x	
Curtis Bay RR	x	x	x	
Staten Island Rapid Transit Ry		x	x	
Strouds Creek & Muddlety RR	x	x	x	
Bessemer and Lake Erie RR		x	x	
Boston and Maine RR		x	x	
Bush Terminal RR		x	x	
Central RR Company of New Jersey		x	x	
Central Vermont Ry		x	x	
Chicago, Indianapolis & Louisville Ry		x	x	x
Cincinnati Union Terminal Company		x	x	
Cuyahoga Valley Ry	x	x	x	x
Delaware and Hudson RR		x	x	
Delaware, Lackawanna & Western RR		x	x	
Detroit, Toledo & Ironton RR		x	x	
Erie		x	x	
Grand Trunk Western Ry		x	x	
Lake Terminal	x	x	x	
Lehigh & New England RR	x	x	x	
Lehigh Valley RR		x	x	x
Long Island RR		x	x	
Maine Central		x	x	
Portland Terminal		x	x	
Monongahela Connecting RR	x	x		
Monongahela Ry		x	x	
Montour RR	x	x	x	
Newburgh & South Shore Ry	x	x	x	

Railroads	Represented by Brotherhood of Locomotive Firemen and Enginemen			
	Engineers	Firemen	Hostlers	Hostler Helpers
(1)	(2)	(3)	(4)	(5)
<u>NEW YORK CENTRAL SYSTEM</u>				
N Y C - Buffalo & East		x	x	
N Y C - West of Buffalo		x	x	
Ohio Central Division		x	x	
Federal Valley	x	x	x	
<u>Michigan Central RR</u>	(a)	x		
C C C & St L Ry		x	x	
Peoria and Eastern Ry		x	x	
Boston and Albany RR		x	x	
Pittsburgh & Lake Erie RR		x	x	
Lake Erie & Eastern		x	x	
Indiana Harbor Belt RR		x	x	
Cleveland Union Terminals Company		(b)	x	
<u>New York, Chicago and St. Louis RR</u>		x	x	
<u>New York, New Haven & Hartford RR</u>		x	x	
<u>New York, Susquehanna & Western RR</u>		x	x	
<u>Pennsylvania RR</u>		x	x	
Baltimore & Eastern RR		x	x	
Pennsylvania-Reading Seashore Lines		x	x	
Pittsburgh & West Virginia Ry		x	x	
<u>Pittsburgh, Chartiers & Youghiogeny Ry</u>		x		
<u>Reading Company</u>		x	x	
<u>Toledo Terminal RR</u>		x	x	
<u>Union Freight RR (Boston)</u>	x	x		x
<u>Washington Terminal Company</u>	x	x	x	
<u>Youngstown and Northern RR</u>	x	x	x	

Notes:

- (a) - Michigan Central Railroad - Covers Engineers on Canada Southern Division of the Michigan Central Railroad only.
- (b) - Cleveland Union Terminals Company - Covered by Joint Agreement of October 11, 1929 which has status of supplement to basic agreements on participating roads.

FOR THE CARRIERS:

FOR THE EMPLOYEES:

J. T. E. Jones

W. F. Davis

Chicago, Ill.,
October 14, 1955.

WESTERN CARRIERS

LIST OF WESTERN CARRIERS REPRESENTED BY THE WESTERN CARRIERS' CONFERENCE COMMITTEE, IN CONNECTION WITH NOTICES DATED ON OR ABOUT JULY 1, 1954, SERVED UPON INDIVIDUAL RAILROADS BY THE GENERAL CHAIRMEN OR OTHER RECOGNIZED REPRESENTATIVES OF THE BROTHERHOOD OF LOCOMOTIVE FIREMEN AND ENGINEMEN, REQUESTING THAT CURRENT AGREEMENTS COVERING FIREMEN, HELPERS ON OTHER THAN STEAM POWER, HOSTLERS AND HOSTLER HELPERS BE CHANGED TO THE EXTENT INDICATED IN SAID NOTICES; ALSO, THE PROPOSALS FOR CERTAIN RULES CHANGES SERVED BY THE INDIVIDUAL RAILROADS ON THEIR EMPLOYEES REPRESENTED BY THAT ORGANIZATION ON OR PRIOR TO DATE OF INITIAL CONFERENCE, ON THE RESPECTIVE PROPERTIES.

(Subject to indicated footnotes, this authorization is co-extensive with the provisions of current schedule agreements applicable to employees represented by the Brotherhood of Locomotive Firemen and Enginemen.)

Railroads (1)	Represented by the Brotherhood of Locomotive Firemen and Enginemen			
	Engineers (2)	Firemen (3)	Hostlers (4)	Hostler Helpers (5)
Alton and Southern RR	x	x	x	x
Atchison, Topeka and Santa Fe Ry, The		x	x	x
Gulf, Colorado and Santa Fe Ry		x	x	x
Panhandle and Santa Fe Ry		x	x	x
Belt Railway Co. of Chicago, The		x	x	x
Camas Prairie RR		a x	a x	
Chicago & Eastern Illinois RR		x	x	x
Chicago & Illinois Midland Ry		x	x	x
Chicago and North Western Ry		x	x	x
Chicago, Burlington & Quincy RR		x	x	x
Chicago Great Western Ry - incl. South St. Paul Terminal		x	x	x
Chicago, Milwaukee, St. Paul & Pacific RR		x	x	x
Chicago, Rock Island & Pacific RR		x	x	x
Jt Tex Div of CRI&P and FtW&D		x		
Chicago, St. Paul, Minneapolis & Omaha Ry		x	x	x
Colorado and Southern Ry, The		x	x	x
Davenport, Rock Island and North Western Ry	x	x		
Denver & Rio Grande Western RR		x	x	x
Des Moines Union Ry	x	x	x	x
Duluth, South Shore and Atlantic RR		x	x	x
East St. Louis Junction RR	x	x		
Elgin, Joliet & Eastern Ry		x	x	x
Fort Worth and Denver Ry		x	x	x
Galveston, Houston and Henderson RR	x	x		

Railroads	Represented by the Brotherhood of Locomotive Firemen and Enginemen			
	Engineers	Firemen	Hostlers	Hostler Helpers
(1)	(2)	(3)	(4)	(5)
Great Northern Ry		x	x	b x
Green Bay and Western RR		x	x	x
Kewaunee, Green Bay and Western RR		x	x	x
Gulf Coast Lines - comprising -				
T- Asherton and Gulf Ry		x		
T- Asphalt Belt Ry		x		
T- Houston and Brazos Valley Ry		x		
T- Rio Grande City Ry		x		
T- St. Louis, Brownsville & Mexico Ry		x	x	
T- San Antonio Southern Ry		x		
T- San Antonio, Uvalde & Gulf RR		x	x	x
T- San Benito and Rio Grande Valley Ry		x		
T- Sugar Land Ry		x		
Houston Belt & Terminal Ry	x	x	x	x
Illinois Central RR		x	x	
T-International-Great Northern Ry, The		x	x	x
Kansas City Southern Ry, The		x	x	
King Street Passenger Station (Seattle)		x	x	x
Los Angeles Junction Ry	x	x		
Louisiana & Arkansas Ry		c x		
Manufacturers Ry	x	x		
Midland Valley RR		x		
Kansas, Oklahoma & Gulf Ry	x	x		
Minneapolis & St. Louis Ry, The		x	x	x
Ry. Tfr. Co. of the City of	x	x		
Minneapolis, The				
Minneapolis, St. Paul & Sault Ste.		x	x	x
Marie RR				
Minnesota Transfer Ry	x	x	x	x
Missouri-Kansas-Texas RR		x	x	x
Missouri-Kansas-Texas RR Co. of		x	x	x
Texas				
T-Missouri Pacific RR		x	x	x
Missouri-Illinois RR	x	x	x	
Northern Pacific Ry		x	x	x
Northern Pacific Terminal Co. of		x	x	x
Oregon, The				
Northwestern Pacific RR		x	x	x
Ogden Union Railway and Depot Co., The		x		
Oregon, California & Eastern Ry		x	x	
Peoria and Pekin Union Ry	x	x	x	
Port Terminal Railroad Association	x	x	x	x
St. Joseph Terminal RR	x	x	x	x
St. Louis-San Francisco Ry		x	x	x
St. Louis, San Francisco & Texas Ry		x	x	x
St. Louis Southwestern Ry		x	x	x
St. Paul Union Depot Co., The		x		

Railroads	Represented by the Brotherhood of Locomotive Firemen and Enginemen			
	Engineers	Firemen	Hostlers	Hostler Helpers
(1)	(2)	(3)	(4)	(5)
San Diego & Arizona Eastern Ry		X	X	X
Sioux City Terminal Ry	X	X	X	
Southern Pacific Co. (Pac Lines) (Excluding former El Paso & Southwestern System and Nogales, Arizona, Yard)		X	X	X
Southern Pacific Co. (Pac Lines) (Former El Paso and Southwestern System)		X	X	X
Spokane International RR	X	X	X	X
Spokane, Portland and Seattle Ry		X	X	X
Oregon Trunk Ry		X	X	X
Oregon Electric Ry		X	X	X
Terminal Railroad Ass'n. of St. Louis		X	X	
Texas and New Orleans RR		X	X	X
Texas and Pacific Ry		X	X	X
Fort Worth Belt Ry	X	X	X	
Texas-New Mexico Ry		X		
Texas Short Line Ry		X		
TP-MP Terminal RR of New Orleans		X	X	X
Toledo, Peoria & Western RR	X	X	X	X
Union Pacific RR		X	X	X
Union Railway (Memphis)	X	X	X	X
Union Terminal Co. (Dallas)	X	X	X	X
Wabash Railroad, Lines West of Detroit and Toledo		X	X	X
Wabash Railroad, Lines East of Detroit (Buffalo Division)	X	X	X	X
Western Pacific RR, The		X	X	X


NOTES:

- a Including all such employes on that portion of the Camas Prairie Railroad governed by the Northern Pacific Locomotive Firemen and Hostlers' Schedule.
- b As to rates of pay only.
- c Locomotive Firemen on L&A and Texas seniority districts.

T - Denotes Trusteeship.

FOR THE CARRIERS:

FOR THE BROTHERHOOD OF LOCOMOTIVE FIREMEN AND ENGINEMEN

Chicago, October 14, 1955.

SOUTHEASTERN RAILROADS
Which Have Authorized Their Representation
by
SOUTHEASTERN CARRIERS' CONFERENCE COMMITTEE - 1954

in the handling of proposals to

AMEND ARTICLE I, PARAGRAPH (d), OF AGREEMENT "A" OF MAY 23, 1952 IN RELATION TO
5-DAY WEEK IN YARD SERVICE, AND FOR SPECIFIED DAILY EARNINGS MINIMUM
IN PASSENGER AND FREIGHT SERVICE

Submitted on behalf of certain employee groups as represented
by the

BROTHERHOOD OF LOCOMOTIVE FIREMEN AND ENGINEEMEN
on or about July 1, 1954

and for
CERTAIN RULES CHANGES

Submitted by such railroads to such employee groups
between July 9 and July 30, 1954

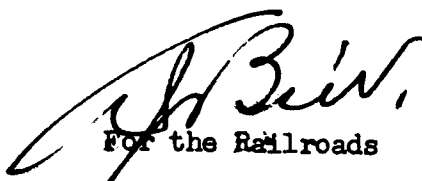
such authority being limited and relating only to those employee groups the rates of
pay and working conditions of which are governed by the current schedule-agreements,
under which such employee groups are represented by the above-named organization,
and on behalf of which and to which groups such proposals were submitted.

- - - - -

ATLANTIC COAST LINE
ATLANTA & WEST POINT
WESTERN RAILWAY OF ALABAMA
ATLANTA JOINT TERMINALS
BIRMINGHAM SOUTHERN
CENTRAL OF GEORGIA
CHARLESTON & WESTERN CAROLINA
CHESAPEAKE & OHIO
CLINCHFIELD
FLORIDA EAST COAST (a)
GEORGIA
GULF MOBILE & OHIO
KENTUCKY & INDIANA TERMINAL
LOUISVILLE & NASHVILLE
NORFOLK SOUTHERN

NORFOLK & PORTSMOUTH BELT LINE
NORFOLK & WESTERN
RICHMOND FREDERICKSBURG & POTOMAC
POTOMAC YARD
SEABOARD AIR LINE
SOUTHERN (b)
ALABAMA GREAT SOUTHERN
CINCINNATI NEW ORLEANS & TEXAS PACIFIC
GEORGIA SOUTHERN & FLORIDA
HARRIMAN & NORTHEASTERN
NEW ORLEANS & NORTHEASTERN
NEW ORLEANS TERMINAL
ST. JOHNS RIVER TERMINAL
TENNESSEE CENTRAL
VIRGINIAN

- (a) In trusteeship. Any commitment subject to court approval.
- (b) Includes State University Railroad.


For the Railroads


For B.L.F. & E.

OFFER OF THE CARRIERS MADE THROUGH THE CARRIERS' CONFERENCE COMMITTEE UNDER DATE OF SEPTEMBER 15, 1955. REFERRED TO IN PARAGRAPH (c) OF ARTICLE II OF THE ATTACHED AGREEMENT.

EASTERN CARRIERS' CONFERENCE COMMITTEE
WESTERN CARRIERS' CONFERENCE COMMITTEE
SOUTHEASTERN CARRIERS' CONFERENCE COMMITTEE

Chicago, Illinois
September 15, 1955

Mr. H. E. Gilbert
International President
Brotherhood of Locomotive Firemen
and Enginemen
Congress Hotel
Chicago, Illinois

Dear Sir:

Referring to National Mediation Board Case A-4933, covering disputes between the carriers represented by the Eastern, Western and Southeastern Carriers' Conference Committees and their employes represented by the Brotherhood of Locomotive Firemen and Enginemen:

You will recall that in addition to the matters covered by National Mediation Board Case A-4933, your organization also requested the carriers to discuss the matter of general wage increases and that the carriers agreed to discuss wages on an informal basis in an effort to reach a disposition of the entire dispute but without commitment if a settlement was not reached.

The carriers hereby submit the following proposition as a package settlement of the entire matter with the thought that it may be helpful in our effort to dispose of all of the issues referred to:

- (a) The five-day week adjustment to be made effective as recommended by Presidential Emergency Board No. 110;
- (b) The carriers' rules proposals to be disposed of in the manner recommended by Presidential Emergency Board No. 110;
- (c) Road men to receive a general wage increase of 4 cents per hour or 32 cents per basic day;
- (d) Yard men in addition to the adjustment set forth in paragraph (a) to receive a general wage increase of 4 cents per hour or 32 cents per basic day, such increase to become effective at the same time and under the same conditions as the adjustment proposed in paragraph (a);
- (e) The carriers to set up a medical and hospital insurance plan for employes represented by the Brotherhood of Locomotive Firemen and Enginemen similar to that now in effect for Non-Operating employes, the cost of such plan to be not in excess of \$6.80 per month which will be borne by the carriers;
- (f) The effective dates of the items above set forth to be agreed upon

We would appreciate a written reply to this proposition with your comments as to each of the items set forth.

Yours very truly,

EASTERN CARRIERS' CONFERENCE COMMITTEE

By: 
Chairman

WESTERN CARRIERS' CONFERENCE COMMITTEE

By: 
Chairman

SOUTHEASTERN CARRIERS' CONFERENCE COMMITTEE

By: 
Chairman

