

AGREEMENT DATED JANUARY 9, 1954
BETWEEN RAILROADS REPRESENTED BY THE
EASTERN, WESTERN AND SOUTHEASTERN
CARRIERS' CONFERENCE COMMITTEES
AND THE EMPLOYEES OF SUCH RAILROADS
REPRESENTED BY
THE BROTHERHOOD OF LOCOMOTIVE FIREMEN
AND ENGINEERS
COVERING

1. Cancellation of Cost-of-Living Adjustment and inclusion of prior adjustments in basic rates.
2. Wage increases, effective December 16, 1953.
3. Vacation provisions, effective January 1, 1954, and
4. Memorandum dated January 9, 1954.

A G R E E M E N T

This Agreement made this 9th day of January 1954, 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 shown thereon and represented by the BROTHERHOOD OF LOCOMOTIVE FIREMEN AND ENGINEMEN through their Conference Committee.

IT IS HEREBY AGREED:

ARTICLE 1.

Effective December 16, 1953, Article 2 - Cost-of-Living Adjustment - contained in the several agreements of May 23, 1952, between the parties signatory hereto, is hereby cancelled and adjustments made under said Article 2 up to and including the adjustment of October 1, 1953, shall be included in the basic rates.

ARTICLE 2. - WAGE INCREASES - GENERAL

(a) Effective December 16, 1953, all basic daily rates of pay shall be increased 5¢ per hour or 40¢ per basic day.

(b) In application of increases provided for in paragraph (a) of this Article 2 -

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 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 3 - VACATIONS

Effective January 1, 1954, Sections 1 and 2 of the Vacation Agreement, dated April 29, 1949, insofar as they apply to the employees represented by the Brotherhood of Locomotive Firemen and Enginemen, and Section 7 of Article 3 of Agreement "A" of May 23, 1952, between the parties signatory hereto, shall be eliminated and the following substituted therefor:

Section 1 (a) - Effective July 1, 1949, each employee, subject to the scope of schedule agreements held by the organizations signatory to the April 29, 1949 Vacation Agreement, will be qualified for an annual vacation of one week with pay, or pay in lieu thereof, if, during the preceding calendar year, the employee renders service under schedule agreements held by the organizations signatory to the April 29, 1949 Vacation Agreement amounting to one hundred sixty (160) basic days in miles or hours paid for, as provided in individual schedules.

(b) - Effective July 1, 1949, each employee, subject to the scope of schedule agreements held by the organizations signatory to the April 29, 1949 Vacation Agreement, having five or more years of continuous service with employing carrier will be qualified for an annual vacation of two weeks with pay, or pay in lieu thereof, if, during the preceding calendar year the employee renders service under schedule agreements held by the organizations signatory to the April 29, 1949 Vacation Agreement amounting to one hundred sixty (160) basic days in miles or hours paid for as provided in individual schedules and during the said five or more years of continuous service renders service of not less than eight hundred (800) basic days in miles or hours paid for as provided in individual schedules.

(c) - Effective January 1, 1954, each employee, subject to the scope of schedule agreements held by the Brotherhood of Locomotive Firemen and Enginemen, having fifteen or more years of continuous service with employing carrier will be qualified for an annual vacation of three weeks with pay, or pay in lieu thereof, if, during the preceding calendar year the employee renders service under schedule agreements held by the organizations signatory to the April 29, 1949 Vacation Agreement amounting to one hundred sixty (160) basic days in miles or hours paid for as provided in individual schedules and during the said fifteen or more years of continuous service renders service of not less than twenty-four hundred (2400) basic days in miles or hours paid for as provided in individual schedules.

(d) - In dining car service, for service performed on and after July 1, 1949 - each seven and one-half ($7\frac{1}{2}$) hours paid for shall be considered the equivalent of one basic day in the application of Sections 1(a), 1(b) and 1(c).

(e) - Calendar days on which an employee assigned to an extra list is available for service and on which days he performs no service, not exceeding sixty (60) such days, will be included in the determination of qualification for vacation; also, calendar days, not in excess of thirty (30), on which an employee is absent from and unable to perform service because of injury received on duty will be included.

ARTICLE 3 - VACATIONS (Continued)

(f) - Where an employee is discharged from service and thereafter restored to service during the same calendar year with seniority unimpaired, service performed prior to discharge and subsequent to reinstatement during that year shall be included in the determination of qualification for vacation during the following year.

Where an employee is discharged from service and thereafter restored to service with seniority unimpaired, service before and after such discharge and restoration shall be included in computing eight hundred (800) basic days under Section 1 (b) and twenty-four hundred (2400) basic days under Section 1 (c).

(g) - Only service performed on one railroad may be combined in determining the qualifications provided for in this Section 1, except that service of an employee on his home road may be combined with service performed on other roads when the latter service is performed at the direction of the management of his home road or by virtue of the employee's seniority on his home road. Such service will not operate to relieve the home road of its responsibility under this agreement.

(h) - Beginning on the date Agreement "A" between the parties, dated May 23, 1952, became or becomes effective on any carrier, the following shall apply insofar as yard service employees and employees having interchangeable yard and road rights covered by said agreement, who are represented by the Brotherhood of Locomotive Firemen and Enginemen, are concerned:

(1) In the application of Sections 1(a), 1(b) and 1(c) each basic day in yard service performed by a yard service employee or by an employee having interchangeable yard and road rights shall be computed as 1.2 days for purposes of determining qualifications for vacation.

(2) Qualifying years accumulated, also qualifying requirements for years accumulated for extended vacations, prior to the calendar year in which Agreement "A" becomes effective, shall not be changed.

(3) The 60 and 30 calendar days referred to in Section 1(e) shall not be subject to the 1.2 computation provided for in Sections 1(a), 1(b) and 1(c).

Section 2 - Employees qualified under Section 1 hereof shall be paid for their vacation as follows:

(a) - An employee receiving one week's vacation, or pay in lieu thereof, under Section 1 (a) shall be paid 1/52 of the compensation earned by such employee, under schedule agreements held by the organizations signatory to the April 29, 1949 Vacation Agreement, on the carrier on which he qualified under Section 1 (or carriers in case he qualified on more than one carrier under Section 1 (g)) during the calendar year preceding the year in which the vacation is taken, but in no event shall such pay be less than six (6) minimum basic days' pay at the rate of the last service rendered.

ARTICLE 3 - VACATIONS (Continued)

(b) - An employee receiving two weeks' vacation, or pay in lieu thereof, under Section 1 (b) shall be paid 1/26 of the compensation earned by such employee, under schedule agreements held by the organizations signatory to the April 29, 1949 Vacation Agreement, on the carrier on which he qualified under Section 1 (or carriers in case he qualified on more than one carrier under Section 1 (g)) during the calendar year preceding the year in which the vacation is taken, but in no event shall such pay be less than twelve (12) minimum basic days' pay at the rate of the last service rendered.

(c) - An employee receiving three weeks' vacation, or pay in lieu thereof, under Section 1 (c) shall be paid 3/52 of the compensation earned by such employee, under schedule agreements held by the organizations signatory to the April 29, 1949 Vacation Agreement, on the carrier on which he qualified under Section 1 (or carriers in case he qualified on more than one carrier under Section 1 (g)) during the calendar year preceding the year in which the vacation is taken, but in no event shall such pay be less than eighteen (18) minimum basic days' pay at the rate of the last service rendered.

(d) - Beginning on the date Agreement "A" between the parties, dated May 23, 1952, became or becomes effective on any carrier, the following shall apply insofar as yard service employees and employees having interchangeable yard and road rights covered by said agreement, who are represented by the Brotherhood of Locomotive Firemen and Engineers, are concerned:

Yard Service

(1) An employee receiving one week's vacation, or pay in lieu thereof, under Section 1(a) shall be paid 1/52 of the compensation earned by such employee, under schedule agreements held by the organizations signatory to the April 29, 1949 Vacation Agreement, on the carrier on which he qualified under Section 1 (or carriers in case he qualified on more than one carrier under Section 1 (g)) during the calendar year preceding the year in which the vacation is taken, but in no event shall such pay be less than five (5) minimum basic days' pay at the rate of the last service rendered.

Combination of Yard and Road Service

(2) An employee having interchangeable yard and road rights receiving one week's vacation, or pay in lieu thereof, under Section 1 (a) shall be paid 1/52 of the compensation earned by such employee, under schedule agreements held by the organizations signatory to the April 29, 1949 Vacation Agreement, on the carrier on which he qualified under Section 1 (or carriers in case he

ARTICLE 3 - VACATIONS (Continued)

qualified on more than one carrier under Section 1 (g)) during the calendar year preceding the year in which the vacation is taken; provided that, if the vacation is taken during the time such employee is working in road service such pay shall be not less than six (6) minimum basic days' pay at the rate of the last road service rendered, and if the vacation is taken during the time such employee is working in yard service, such pay shall be not less than five (5) minimum basic days' pay at the rate of the last yard service rendered.

Yard Service

(3) An employee receiving two weeks' vacation, or pay in lieu thereof, under Section 1 (b) shall be paid 1/26 of the compensation earned by such employee, under schedule agreements held by the organizations signatory to the April 29, 1949 Vacation Agreement, on the carrier on which he qualified under Section 1 (or carriers in case he qualified on more than one carrier under Section 1 (g)) during the calendar year preceding the year in which the vacation is taken, but in no event shall such pay be less than ten (10) minimum basic days' pay at the rate of the last yard service rendered.

Combination of Yard and Road Service

(4) An employee having interchangeable yard and road rights receiving two weeks' vacation, or pay in lieu thereof, under Section 1 (b) shall be paid 1/26 of the compensation earned by such employee, under schedule agreements held by the organizations signatory to the April 29, 1949 Vacation Agreement, on the carrier on which he qualified under Section 1 (or carriers in case he qualified on more than one carrier under Section 1 (g)) during the calendar year preceding the year in which the vacation is taken; provided that, if the vacation is taken during the time such employee is working in road service such pay shall be not less than twelve (12) minimum basic days' pay at the rate of the last road service rendered, and if the vacation is taken during the time such employee is working in yard service such pay shall be not less than ten (10) minimum basic days' pay at the rate of the last yard service rendered.

Yard Service

(5) An employee receiving three weeks' vacation, or pay in lieu thereof, under Section 1 (c) shall be paid 3/52 of the compensation earned by such employee, under schedule agreements held by the organizations signatory to the April 29, 1949 Vacation Agreement, on the carrier on which he qualified under Section 1 (or carriers in case he qualified on more than one carrier under Section 1 (g)) during the calendar year preceding the year in which the vacation is taken, but in no event shall such pay be less than fifteen (15) minimum basic days' pay at the rate of the last yard service rendered.

ARTICLE 3 - VACATIONS (Continued)

Combination of Yard and Road Service

(6) An employoo having interchangeable yard and road rights receiving three weeks' vacation, or pay in lieu thereof, under Section 1 (p) shall be paid 3/52 of the compensation earned by such employoo, under schedule agreements held by the organizations signatory to the April 29, 1949 Vacation Agreement, on the carrier on which he qualified under Section 1 (or carriers in case he qualified on more than one carrier under Section 1 (g)) during the calendar year preceding the year in which the vacation is taken; provided that, if the vacation is taken during the time such employoo is working in road service such pay shall be not less than eighteen (18) minimum basic days' pay at the rate of the last road service rendered, and if the vacation is taken during the time such employoo is working in yard service such pay shall be not less than fifteen (15) minimum basic days' pay at the rate of the last yard service rendered.

(7) With respect to yard service employoes, and with respect to any yard service employoo having interchangeable yard and road rights who receives a vacation in yard service, such additional vacation days shall be reduced by 1/6th.

Note: Section 1(h) and Section 2(d) of this Article 3 applicable to yard service shall apply to yard, belt line and transfer service and combinations thereof, and to hostling service.

ARTICLE 4 - APPROVAL

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

ARTICLE 5 -

This agreement is in full and final settlement of the dispute growing out of notices served by the employoes, parties hereto, on or about October 1, 1953, in accordance with Section 6 of the Railway Labor Act, of intended changes in agreements affecting rates of pay, rules and working conditions.

ARTICLE 6 -

This agreement shall be construed as a separate agreement by and on behalf of each carrier party hereto and those employoes 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 9th day of JANUARY, 1954.

FOR THE PARTICIPATING CARRIERS LISTED IN EXHIBIT A:

J. W. Cram
Chairman

Frank Hubel

M. Forming

W. E. Jones

B. Fey

G. C. White

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

A. E. Gilbert
International President

R. Blessman

G. L. Deardorff

Dale H. Cressy

A. B. Woodward Jr.

R. E. Seydinger

Thomas E. Lane

FOR THE PARTICIPATING CARRIERS LISTED IN EXHIBIT B:

L. P. Loomis
Chairman

L. A. Conroy

E. Cannon

J. Short

Chesman

J. Wolbe

Herbert H. Ball

E. D. ...

C. W. ...

FOR THE PARTICIPATING CARRIERS
LISTED IN EXHIBIT C:

W. S. Baker
Chairman

B. B. Bangat

Fred A. Burroughs

F. K. Day, Jr.

G. C. Howard

Leander

MEMORANDUM

Chicago, Illinois
January 9, 1954

Referring to the vacation agreement, as amended by the agreement signed this date, between employees represented by the Brotherhood of Locomotive Firemen and Enginemen and carriers represented by the Eastern, Western and Southeastern Carriers' Conference Committees:

Effective January 1, 1954, it is understood that if an employee who performed the necessary qualifying service in the year prior to the year of his death, dies before receiving such vacation or payment in lieu thereof, payment of the allowance for such vacation shall be made to his widow.

For example, if an employee performs 160 days of service in 1953 and dies in 1954 before receiving his 1954 vacation, payment in lieu thereof will be made to his widow. No vacation allowance will be due for 1955 even though such employee may have worked 160 days in 1954.

FOR THE PARTICIPATING CARRIERS
LISTED IN EXHIBIT A:

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

J. W. Aram
Chairman

A. C. Gilbert
International President

Frank Hubel

R. H. Morrison

M. T. Toring

E. L. Deaneford

J. E. Jones

Dale H. Cressy

[Signature]

A. B. Woodward Jr

E. C. White

R. E. Zydenge

FOR THE PARTICIPATING CARRIERS LISTED IN EXHIBIT B:

L. P. Loomis
Chairman

L. A. [unclear]

E. [unclear]

J. Short

[unclear]

[unclear]

Thomas E. Lane

Herbert C. Ball

[unclear]

C. W. Matthews

FOR THE PARTICIPATING CARRIERS LISTED IN EXHIBIT C:

W. S. Baker
Chairman

B. B. Bryant

Fred A. Burroughs

F. K. Day, Jr.

G. C. Howard

[unclear]

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 October 1, 1953 by the Brotherhood of Locomotive Firemen and Enginemen of desire to amend the existing agreements to provide for wage increases as set forth in said notices.

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

Railroads (1)	Represented by Brotherhood of Locomotive Firemen and Enginemen		
	Engineers (2)	Firemen (3)	Hostlers (4)
Akron, Canton & Youngstown 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
Staten Island Rapid Transit Ry		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
Cincinnati Union Terminal Company		x	x
Delaware and Hudson RR		x	x
Delaware, Lackawanna and Western RR		x	x
Detroit, Toledo & Ironton RR		x	x
Erie Railroad		x	x
Grand Trunk Western RR		x	x
Indianapolis Union Ry		x	x
Lehigh and New England RR	x	x	x
Lehigh Valley RR		x	x
Long Island RR		x	x
Maine Central RR		x	x
Portland Terminal		x	x
Monongahela Ry		x	x
Montour RR	x	x	x
NEW YORK CENTRAL SYSTEM			
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
Michigan Central RR		x	x
Cleveland, Cincinnati, Chicago & St.Louis Ry		x	x
Peoria and Eastern Ry		x	x
Boston and Albany RR		x	x
Pittsburgh & Lake Erie RR		x	x
Lake Erie & Eastern RR		x	x
Cleveland Union Terminals Company		(a)	x

Railroads (1)	Represented by Brotherhood of Locomotive Firemen and Enginemen		
	Engineers (2)	Firemen (3)	Hostlers (4)
New York, Chicago and St. Louis RR		x	x
New York, New Haven & Hartford RR		x	x
New York, Susquehanna and Western RR		x	x
Pennsylvania RR		x	x
Baltimore and Eastern RR		x	x
Pennsylvania-Reading Seashore Lines		x	x
Pittsburgh, Chartiers & Youghiogeny Ry		x	
Pittsburgh & West Virginia Ry		x	x
Reading Company		x	x
Toledo Terminal RR		x	x
Union Freight RR (b)	x	x	
Washington Terminal Company	x	x	x
Youngstown and Northern RR	x	x	x

Notes:

(a) - Cleveland Union Terminals Company - Covered by Joint Agreement of October 11, 1929 which has status of supplement to basic agreements on participating roads.

(b) - Union Freight RR - Authorization includes Enginehouse Men represented by Brotherhood of Locomotive Firemen and Enginemen.

FOR THE CARRIERS:

FOR THE EMPLOYEES:

J. E. Jones

V. F. Davis

New York, N. Y.,
January 9, 1954.

LIST OF WESTERN CARRIERS REPRESENTED BY THE WESTERN CARRIERS' CONFERENCE COMMITTEE, IN CONNECTION WITH NOTICES DATED ON OR ABOUT OCTOBER 1, 1953, SERVED UPON INDIVIDUAL RAILROADS BY THE GENERAL CHAIRMEN, OR OTHER RECOGNIZED REPRESENTATIVES, OF THE BROTHERHOOD OF LOCOMOTIVE FIREMEN AND ENGINEEMEN, REQUESTING THAT CURRENT AGREEMENTS COVERING FIREMEN, HELPERS ON OTHER THAN STEAM POWER, HOSTLERS AND HOSTLER HELPERS BE CHANGED TO THE EXTENT INDICATED BELOW:

- "(A) All cost-of-living increases in effect April 1, 1953, applicable to firemen, and helpers on other than steam power, hostlers and hostler helpers, shall be included and made a part of existing basic rates of pay.
- "(B) Basic rates of pay shall be increased 37.5 cents per hour, or \$3.00 per day, or 100 miles.
- "(C) Basic rates of pay applicable to firemen, and helpers on other than steam power, in yard, transfer, and belt line service, or combinations thereof, hostlers and hostler helpers working on assignments established under 5-day per week agreements shall be increased an additional 37.5 cents per hour, or \$3.00 per day, over and above increases provided for in paragraph (B).
- "(D) In all classes of road service, the earnings for straight time, overtime, mileage, arbitrary payments or special allowances, for each day service is performed, shall be not less than \$18.00 for firemen, and helpers on other than steam power.
- "(E) Arbitrary payments and special allowances shall be increased proportionately.
- "(F) Existing money differentials above standard rates of pay shall be maintained."

AND TO NOTICES DATED ON OR ABOUT OCTOBER 1, 1953, SERVED BY THE BROTHERHOOD OF LOCOMOTIVE FIREMEN AND ENGINEEMEN ON VARIOUS INDIVIDUAL RAILROADS WHOSE ENGINEERS ALSO ARE REPRESENTED BY THAT ORGANIZATION (WHICH NOTICES ARE IDENTICAL TO THE NOTICE DESCRIBED ABOVE EXCEPT FOR THE INCLUSION OF ENGINEERS, AND A REQUEST FOR A \$20.00 PER DAY MINIMUM FOR ENGINEERS IN ALL CLASSES OF ROAD SERVICE.)

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

1:Alton and Southern Railroad
Atchison, Topeka and Santa Fe Railway, The
Gulf, Colorado and Santa Fe Railway
Panhandle and Santa Fe Railway
Belt Railway Company of Chicago, The

- 2: Camas Prairie Railroad
 - Chicago & Eastern Illinois Railroad
 - Chicago & Illinois Midland Railway
 - Chicago and North Western Railway
 - Chicago and Western Indiana Railroad
 - Chicago, Burlington & Quincy Railroad
 - Chicago Great Western Railway
 - (including South St. Paul Terminal)
 - Chicago, Milwaukee, St. Paul & Pacific Railroad
 - Chicago, Rock Island and Pacific Railroad
 - Joint Texas Division of C.R.I. & P. RR and Ft. W. & D. Ry.
 - Chicago, Saint Paul, Minneapolis and Omaha Railway
 - Colorado and Southern Railway, The
- 1: Colorado & Wyoming Railway, The
- Davenport, Rock Island and North Western Railway
- Denver and Rio Grande Western Railroad, The
- 1: Des Moines Union Railway
- 1-3: Duluth, Missabe and Iron Range Railway
- Duluth, South Shore and Atlantic Railroad
- 1: East St. Louis Junction Railroad
- Elgin, Joliet and Eastern Railway
- Fort Worth and Denver Railway
- 1: Galveston, Houston and Henderson Railroad
- Great Northern Railway
- Green Bay and Western Railroad
- Kewaunee, Green Bay and Western Railroad
- Gulf Coast Lines - Comprising:
 - T- Asherton and Gulf Railway
 - T- Asphalt Belt Railway
 - T- Houston and Brazos Valley Railway
 - T- Rio Grande City Railway
 - T- St. Louis, Brownsville & Mexico Railway, The
 - T- San Antonio Southern Railway
 - T- San Antonio, Uvalde & Gulf Railroad
 - T- San Benito and Rio Grande Valley Railway
 - T- Sugar Land Railway
- 1: Houston Belt & Terminal Railway
- Illinois Central Railroad
- Chicago and Illinois Western Railroad
- 1: Illinois Terminal Railroad
- T- International-Great Northern Railroad
- Kansas City Southern Railway, The
- Arkansas Western Railway, The
- 1: Kansas City Terminal Railway
- King Street Passenger Station (Seattle)
- 1: Los Angeles Junction Railway
- Louisiana & Arkansas Railway (L&A and Texas Districts only)
- 1: Manufacturers Railway

- Midland Valley Railroad
Kansas, Oklahoma & Gulf Railway
Minneapolis & St. Louis Railway, The
1: Railway Transfer Company of the City of Minneapolis
Minneapolis, St. Paul & Sault Ste. Marie Railroad
1: Minnesota Transfer Railway, The
Missouri-Kansas-Texas Railroad
Missouri-Kansas-Texas Railroad Company of Texas
T-Missouri Pacific Railroad
1: Missouri-Illinois Railroad
Northern Pacific Railway
Northern Pacific Terminal Company of Oregon, The
Northwestern Pacific Railroad
Oregon, California & Eastern Railway
4: Peoria and Pekin Union Railway
1: Port Terminal Railroad Association
1: St. Joseph Terminal Railroad
St. Louis-San Francisco Railway
St. Louis, San Francisco and Texas Railway
St. Louis Southwestern Railway
St. Louis Southwestern Railway Company of Texas
Saint Paul Union Depot Company, The
San Diego & Arizona Eastern Railway
1: Sioux City Terminal Railway
Southern Pacific Company (Pacific Lines) (Excluding former
El Paso & Southwestern System) (Excluding Nogales, Arizona,
Yard)
Southern Pacific Company (Pacific Lines) (Former El Paso &
Southwestern System)
Spokane, Portland and Seattle Railway
Oregon Electric Railway
Oregon Trunk Railway
Terminal Railroad Association of St. Louis
Texas and New Orleans Railroad
Texas and Pacific Railway, The
1: Fort Worth Belt Railway
Texas Mexican Railway, The
Texas Pacific-Missouri Pacific Terminal Railroad Company
of New Orleans
1: Toledo, Peoria & Western Railroad
Union Pacific Railroad
1: Union Railway Company (Memphis)
1: Union Terminal Company (Dallas)
Wabash Railroad-Lines West of Detroit and Toledo
Wabash Railroad-Lines East of Detroit, Buffalo Division
Western Pacific Railroad
-


NOTES:

- 1: Authorization includes engineers.
 - 2: Authorization includes only such employes on that portion of the Camas Prairie Railroad governed by the Northern Pacific Locomotive Firemen and Hostlers' Schedule.
 - 3: Authorization includes Hostlers, Missabe Division.
 - 4: Authorization includes Motormen.
- T - Denotes Trusteeship.

FOR THE CARRIERS:

FOR THE BROTHERHOOD OF LOCOMOTIVE
FIREMEN AND ENGINEERS:





Chicago, December 16, 1953

SOUTHEASTERN RAILROADS
Which Have Authorized Their Representation
by
SOUTHEASTERN CARRIERS' CONFERENCE COMMITTEE - 1953
in the handling of proposal

for
WAGE INCREASE
Submitted on behalf of certain employee groups as represented
by the
BROTHERHOOD OF LOCOMOTIVE FIREMEN & ENGINEMEN
on or about October 1, 1953,

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

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

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

- (a) Includes Pere Marquette District.
- (b) In trusteeship. Any commitment subject to court approval.
- (c) Includes State University Railroad.
- (d) Includes Woodstock and Blocton Railway.


For the Railroads


For B.L.F. & E.