

# Union Pacific Railroad Co.

(LINES EAST OF GREEN RIVER.)



## SCHEDULE OF PAY FOR FIREMEN.

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IN EFFECT APRIL 1ST, 1907.



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(LINES EAST OF GREEN RIVER.)

Union Pacific R.R.Co.

CHAS. F. MILLER  
BEATRICE  
NEBR.

SCHEDULE OF PAY FOR  
FIREMEN.

*Chas F. Miller*  
*Fireman*

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### ARTICLE 1.—RATES OF PAY.

Class	TYPE	Size of Cylinders	Weight on Drivers	RATES PER 100 MILES (Except Switching Service)				District betw'n Cheyenne and Laramie	
				All Dis- tricts	All Dist. ex- cept betw'n Cheyenne and Laramie	Work & Help'r	*Frt.	Pass.	
1	Atlantic	20x26	110,000	\$2.70	\$2.95	\$2.75	\$2.75	\$2.65	
101	Pacific	22x28	140,000	2.80	3.05	2.85	2.85	2.75	
201	Cons'l Simple	22x30	187,000	3.00	3.25	2.90	3.15	3.05	
600	S-W. Simple	18x26	62,000	2.45	2.70	2.50	2.60	2.50	
700	"	18x26	62,000	2.45	2.70	2.50	2.60	2.50	
800	"	18x26	70,000	2.45	2.70	2.50	2.60	2.50	
888	"	19x24	81,025	2.60	2.85	2.65	2.75	2.65	
900	10-W.	18x24	79,200	2.45	2.70	2.50	2.60	2.50	
1000	"	18x24	77,200	2.45	2.70	2.50	2.60	2.50	
1100	Switch	17x24	88,000	2.45	2.70	2.35	2.60	2.35	
		18x26	87,700	2.45	2.70	2.50	2.60	2.50	
		18x26	108,000	2.45	2.70	2.50	2.60	2.50	
		19x26	130,000	2.45	2.70	2.50	2.60	2.50	
1200	Switch	19x26	142,840	2.45	2.70	2.50	2.60	2.50	
		20x24	95,800	2.45	2.70	2.50	2.60	2.50	
		20x26	150,000	2.45	2.70	2.50	2.60	2.50	
1300	Cons'l Simple	20x24	137,600	2.75	3.00	2.85	2.95	2.85	
1400	10-W. Simple	19x24	103,400	2.60	2.85	2.65	2.75	2.65	
1500	Cons'l Simple	21x30	165,000	3.00	3.25	2.90	3.15	3.05	
1508	" Comp.	17-28x30	181,200	3.00	3.25	2.90	3.15	3.05	
1600	" Simple	21x28	141,600	3.00	3.25	2.90	3.15	3.05	
1620	" Comp.	5½-26x30	157,150	3.00	3.25	2.90	3.15	3.05	
1703	10-W. Simple	20x28	134,000	2.75	3.00	2.85	2.95	2.85	
1800	"	20x24	103,400	2.60	2.85	2.65	2.75	2.65	
1820	" Comp.	15½-26x28	142,440	2.70	2.95	2.75	2.85	2.75	
1901	Cons'l Comp.	15½-26x30	171,878	3.00	3.25	2.90	3.15	3.05	

\*Includes "Mixed."

## SWITCHING SERVICE.

**ALL DIVISIONS.**—Ten hours actual work will constitute a day in all yards, for which one hundred (100) miles will be allowed firemen, at \$2.25.

Overtime at one-tenth rate.

Firemen will accompany their engines to the working point, outside of regular working hours, without extra compensation.

If held on duty or delayed 30 minutes after regular quitting time, through no fault of their own, Section 2 of Article 4 will apply.

Firemen called and used only a fraction of a day will be given a full day's pay.

Hours to be arranged by Superintendent or Yardmaster. One hour for meals will be allowed as nearly as practicable at the middle of the shift. If held on duty to exceed five hours and thirty minutes from the regular commencing time, thirty minutes will be allowed for the meal and a full hour's compensation allowed in addition.

## LOCAL FREIGHTS.

Nebraska Division: Trains 57 and 58, between Omaha and Columbus.

Nebraska Division: Trains 63 and 64, between Grand Island and North Platte.

Kansas Division: Trains 159 and 158, between Kansas City and Junction City.

Three firemen assigned.

Kansas Division: Trains 159 and 158, between Junction City and Salina.

One fireman assigned.

Firemen.....\$87.00 per month.

Overtime after 10 hours.

NOTE—On trains 57 and 58, the work at Ames, and the Beet Sugar Works, north of Ames, included.

## ARTICLE 2.—ENGINES TO RUN "FIRST IN FIRST OUT."

Engines and firemen will be run "first in first out" in same class of service. Firemen of engines run around will be allowed fifty miles; and if



not called on duty within ten hours, one hundred miles will be allowed.

Firemen will not be considered "run around" when they go out on trains called for.

### **ARTICLE 3.—TIME AND MILEAGE BEGINS AND ENDS.**

Section 1. Time and mileage will commence from the hour designated to start on run, except when delay is caused by neglect or omission on part of firemen, and will continue to time of arrival at end of run as shown by Train Register. When time is not allowed, firemen will be promptly notified, giving reason therefor.

Section 2. When delayed one hour or more before starting, firemen will be allowed ten (10) miles for each full hour so delayed, and time on road computed from the time called to leave less the delayed time allowed. For example: A train called to leave at 7:00 A. M. and does not get out until 8:30 A. M., one hour will be allowed for delayed time, and time on road computed from 8:00 A. M.

In case of "turn-arounds" and "doubles," terminal time will not be allowed at turning point.

Section 3. Firemen required to do switching, load stock, etc., at main line district terminals before starting, or when held on duty after arrival as shown by register in roundhouse, will be allowed overtime in addition to time on road.

### **ARTICLE 4.—OVERTIME.**

Section 1. When the time of a train averages less than ten miles per hour, overtime will be paid for on that basis. The allowance for overtime will be one-tenth of the rate.

Section 2. In computing overtime, less than thirty minutes will not be counted; thirty minutes or over will be called an hour.

### **ARTICLE 5.—SHORT RUNS NOT PROVIDED FOR IN SCHEDULE.**

Runs of fifty miles or less, on duty five hours or less, firemen will be allowed fifty miles and stand first out; if used again inside of five hours from time first called and total mileage exceeds one hundred

miles, actual mileage will be allowed. If not called again inside of ten hours from time first called, one hundred miles will be allowed and stand last out.

Runs of over fifty miles and less than one hundred miles, one hundred miles will be allowed; overtime after ten hours.

### **ARTICLE 6.—WORK TRAINS, PILE DRIVER, AND SNOW PLOW SERVICE.**

Section 1. Firemen on regular work trains will be allowed full time (including Sunday); ten hours or less will constitute a day's work; overtime after ten hours. Runs before or after regular working hours will be computed on the mileage basis.

Section 2. In temporary work or wrecking service, firemen will be allowed actual mileage going to and coming from the working points, as well as pay for the actual work performed at the wreck or working point. When such mileage is less than fifty miles, and hours less than five, fifty miles will be allowed and stand first out. When more than fifty and less than one hundred miles, one hundred miles will be allowed, and stand last out.

Section 3. For handling engine on pile-driver, firemen will be allowed \$10.00 per month in addition to road pay; fractions of a month in proportion.

Section 4. In snow plow service, firemen will receive regular freight rate of engine handled. Overtime at one-tenth rate.

### **ARTICLE 7.—ASSIGNED HELPERS.**

Section 1. Firemen regularly assigned to helping service will be allowed one hundred miles for ten hours or less; overtime after ten hours at one-tenth rate. When more than one hundred miles are made, actual mileage will be allowed. In no case will less than 2,600 miles be allowed for a full month.

Section 2. Road firemen will not be required to do helping service, except in emergency, in which case firemen will be allowed fifty miles on run of fifty miles or less, and stand first out. For more than fifty miles and less than one hundred miles, one hundred miles will be allowed and stand last out.



#### **ARTICLE 8.—CALLING.**

Section 1. Firemen will be called about one hour, as nearly as practicable, before required. The caller will be provided with a book showing time and for what trains wanted, in which firemen will sign their names and time called.

Section 2. When not used, firemen will be allowed fifty miles for five hours or less and stand first out; for more than five hours they will be allowed one hundred miles and stand last out. The calling hour will not be considered as on duty.

#### **ARTICLE 9.—DEADHEADING.**

Time for deadheading will be allowed at the rate of one hundred miles for each twenty-four hours or less, except when other service is performed on same day, in which case, time will be allowed at rate of ten miles per hour, but in no case will less than fifty or more than one hundred miles be allowed for deadheading on same day. When other service performed on same day is less than fifty miles, one hundred miles will be allowed to cover both deadheading and service movement.

#### **ARTICLE 10.—HOSTLERS.**

Engines will be handled by hostlers at such points as may be designated by the Superintendent of Motive Power and Machinery.

#### **ARTICLE 11.—TIE UP—WATCHING ENGINES.**

When engines are laid up where there is no roundhouse or engine watchmen, firemen will be held responsible for watching engines, and will be allowed time at rate of ten miles per hour. Engines will not be "tied-up" between ends of runs to avoid paying overtime.

#### **ARTICLE 12.—REST.**

Firemen will not be required to go out when they need rest and will decide for themselves.

#### **ARTICLE 13.—RIGHTS TO ENGINES AND RUNS.**

Section 1. The rights to engines and runs will be governed by seniority, other things being equal.

Section 2. Ordinarily, firemen will be confined to districts where rights are located. Rights

on different districts will be established by Master Mechanic and firemen concerned. When temporarily transferred, they may have the privilege of returning to their respective districts before other firemen are employed or promoted on such districts. If permanent transfer is desired they must so decide within three months, and in that case will rank as new men.

Section 3. Firemen will be promoted according to seniority. Upon failure to pass examination (mechanical or time card), will forfeit the right to promotion for six months; failing to pass examination a second time, will take date as the youngest fireman on the regular list.

When necessary to reduce forces, firemen who have served less than one year continuously as engineers may go back to the positions from which they were promoted. After one years' continuous service they may take the places of the youngest regular firemen.

As far as practicable, it will be the policy of the Company to promote a fireman for each engineer hired, and when necessary to increase the number of firemen, one-half of the number hired will be experienced firemen.

Section 4. No more firemen will be retained in service than necessary to move the traffic with promptness.

#### **ARTICLE 14.—SUSPENSION AND DISCHARGE.**

Section 1. When firemen are suspended for an alleged fault, no punishment will be fixed without a thorough investigation, at which the accused may have an engineer or fireman of his choice present. Ordinarily such investigation will be held within five days from date of suspension. If found innocent, he will be reinstated, and paid for time lost.

Section 2. When a fireman leaves the service he will be promptly furnished with service letter.

#### **ARTICLE 15.—PERSONAL RECORD.**

Firemen will not be required to furnish a personal record, except for the use of the company.



**ARTICLE 16.—ATTENDING COURT.**

Firemen, for attending court or other business on behalf of the company, will be allowed full time and necessary expenses.

**ARTICLE 17.—OVERHAULING ENGINES.**

An engine in the shops seven days or more will be considered in for general repairs; in such case, firemen will be furnished with another engine in same class of service.

**ARTICLE 18.—"BREAKING IN" ENGINES.**

Firemen will be allowed fifty miles for five hours or less; no other work on same day, one hundred miles allowed. For over five hours and ten hours or less, one hundred miles allowed.

**ARTICLE 19.—SUPPLIES.**

All supplies will be placed on engines on arrival at terminal points. Coal will be broken to proper size and placed on tenders at points where coal chute men are stationed.

**ARTICLE 20.—DOUBLING.**

Firemen will be allowed five miles for each double, unless the mileage is more than five miles, in which case actual miles will be allowed. If overtime is made it will be deducted from mileage allowed for doubling.

**ARTICLE 21.—SIDE TRIPS, SPURS, ETC.**

On runs of more than 100 miles, actual mileage will be allowed for side trips on branches, or spurs, of two miles or more in length.

(Enterprise Spur, Kansas Division, will be computed at four miles for round trip.)

**ARTICLE 22.—PILOTS—TRANSFER OF ENGINES.**

Section 1. When run light over district, engines will be accompanied by pilot, who will be a Conductor, or Brakeman who has passed examination for Conductor.

Section 2. When held to exceed 24 hours at intermediate district terminals, or after delivery of

engine at destination, firemen will be allowed 100 miles for each 24 hours. This does not apply to home districts.

**SCHEDULE OF RUNS.**

Number	ENGINE RUNS		TRIPS	MILEAGE	
	Between	And		Time Card	Allowed

**NEBRASKA DIVISION.**

1	Council Bluffs	Grand Island...	Single	156.4	156
2	Omaha	...	"	153.6	154
3	...	Columbus...	"	91.3	...
4	Columbus...	Grand Island...	Double	124.6	125
5	Grand Island...	North Platte...	Single	137.3	137
6	"	"	"	137.3	...
7	"	Kearney...	Double	84.4	100
8	Council Bluffs	Beatrice...	Single	134.4	134
9	Omaha	"	"	131.6	132
10	Valley...	"	"	96.8	100
11	"	Lincoln...	Double	114.2	114
12	Stromsburg	Valparaiso...	"	105.8	106
13	"	Lincoln...	"	145.4	145
14	Columbus...	Norfolk...	"	100.8	101
15	"	Spalding...	"	129.6	130
16	Genoa...	Albion...	2 "	90.0	104
17	Grand Island...	Ord...	"	126.4	127
18	Loup City...	St. Paul...	2 "	156.0	156
19	"	"	"	200.2	200
20	Kearney...	Via Pleasanton... Callaway...	"	131.0	131

**WYOMING DIVISION.**

21	North Platte	Sidney...	Single	123.3	123
22	"	Julesburg...	Double	162.	162
23	"	Sterling...	Single	138.6	139
24	Sidney...	Cheyenne...	"	102.1	102
25	Cheyenne...	Laramie...	"	56.9	100
26	"	"	Double	113.8	150
27	Laramie...	Rawlins...	Single	117.	117
28	"	Medicine Bow...	Double	113.6	114
29	"	Hanna...	"	154.	154
30	Rawlins...	Green River...	Single	134.1	134
31	"	Rock Springs...	"	119.1	119
32	"	Bitter Creek...	Double	147.8	148



# KANSAS DIVISION.

33	Union Depot	Junction City.	Single	138.8	139
34	Kansas City.	"	"	138.4	139
35	"	"	"	138.4	"
36	Lawrence	Leavenworth.	Double	68.6	100
37	Lincoln	Manhattan.	Single	133.4	133
38	Beatrice	"	"	93.7	100
39	Junction City.	Ellis.	"	163.9	164
40	"	Salina.	Double	93.6	"
41	"	Belleville.	Single	"	"
42	Solomon.	(Via Concordia)	"	94.8	100
43	Salina	Beloit	Double	114.8	115
44	"	Ellis	Single	117.1	117
45	"	McPherson.	2 Double	142.	142
	"	Plainville	Single	103.6	104

# COLORADO DIVISION.

46	Julesburg	Denver (U. Dep.)	Single	197.3	197
47	"	(28th St.)	"	196.3	197
48	"	(40th St.)	"	195.2	195
49	Sterling	(U. Dep.)	"	139.7	140
50	"	(28th St.)	"	138.7	140
51	"	(40th St.)	"	137.6	138
52	Cheyenne	(U. Dep.)	"	106.8	107
53	"	(28th St.)	"	105.8	107
54	"	(40th St.)	"	104.7	105
55	"	La Salle	Double	120.8	121
56	Ault	Denver (U. Dep.)	"	126.	26
57	Cheyenne Wells	(U. Dep.)	Single	177.3	177
58	"	(28th St.)	"	176.3	177
59	"	(40th St.)	"	175.2	175
60	Ellis	Cheyenne Wells	"	159.7	160
61	"	Oakley	Double	148.	148
62	Cheyenne Wells	"	"	171.4	171
63	Plainville	"	Single	121.6	122
64	Boulder	Denver (U. Dep.)	Double	93.4	100

Run 3—Columbus Local. Three Firemen assigned; \$87.00 per month each.

Run 6—North Platte Local. Three Firemen assigned; \$87.00 per month each.

Run 10—No. 71 allowed one hour at Valley, and No. 72 allowed one hour at Beatrice, for making up their train, when no yard engine.

Run 11—No. 73 allowed one hour for making up train at Valley, when no yard engine.

Run 12—No. 75 allowed one hour at Valparaiso, and No. 76 allowed one hour at Stromsburg, for switching and making up train.

Run 14—Allowed one hour on the regular freight run for switching at Norfolk.

Run 16—The allowance of four miles on page 9 is for turning on Wye. One hour additional will be allowed for doing the switching at Genoa.

Run 17—One mile allowed for turning on Wye.

Run 20—Includes making up train at Kearney and Callaway.

Run 22—In freight service, if held on duty at Julesburg to exceed three hours, one hundred miles allowed each way instead of actual mileage.

Run 28—Ten miles allowed for making up train at Medicine Bow.

Run 29—Ten miles allowed for making up train at Hanna.

Run 31—On "Turn-arounds" one hour allowed for making up train at Rock Springs.

Run 32—Ten miles allowed for making up train at Bitter Creek.

Run 34—One mile allowed for handling engine between Armstrong and Kansas City.

Run 35—Junction City Local. Three Firemen assigned; \$87.00 per month each.

Run 36—Includes all switching at Lawrence.

Run 37—Passenger, Lincoln to Manhattan and return to Beatrice. 226 miles—Beatrice to Lincoln, 40 miles.

Run 38—No. 173 allowed one hour for making up train at Manhattan. No. 174 allowed two hours for city switching and making up train at Beatrice, when no yard engine there.

Run 40—Salina Local. One Fireman assigned. \$87.00 per month. Includes making up train and doing all necessary switching at Salina.

Run 41—No. 175 allowed one hour for doing all switching and other work at Belleville.

Run 42—Includes all switching at Beloit.

Run 44—Includes all switching at McPherson.

Run 45—No. 184 allowed one hour for switching and making up train at Plainville.

Runs 47, 50, 53, 58—One mile allowed for handling engine to and from round house, 40th street. (Included in allowance on page 10.)

Run 55—Ten miles allowed for making up train at La Salle.

Runs 61, 62—Ten miles allowed for making up train at Oakley.

Run 63—Nos. 185 and 186 allowed one hour for switching and making up train at Plainville and Oakley.

W. L. PARK,

Gen'l Superintendent.

W. R. McKEEN, JR.

Supt. M. P. & M.

Approved:

A. L. MOHLER,

Vice-President & Gen'l Manager.

