

11-9-51

# SEATING AGREEMENT

LA-3 BLE Seating Agreement  
11-09-51

BLE Seating Agreement dated November 9, 1951

*seating arrangements*

THIS AGREEMENT, made this ninth day of November, 1951, by and between

- The New York Central Railroad - Buffalo and East
- The New York Central Railroad - West of Buffalo
- The New York Central Railroad - Ohio Central Lines,  
including the Kanawha and West Virginia Railroad
- The Boston & Albany Railroad
- The Michigan Central Railroad
- The Cleveland, Cincinnati, Chicago & St. Louis Railway,  
and Peoria & Eastern Railway
- The Chicago River & Indiana Railroad

and the employees of said Carriers represented by the Brotherhood of Locomotive Engineers:

It is hereby agreed that the following principles shall hereafter apply in the design of seating arrangements on the right side of all diesel locomotives other than streamliners so far as they can be consistently applied dependent upon the design of any particular locomotive:

1. Seat proper - shall be of the so-called pedestal swivel type driver's seat.
2. Seat proper - cushion dimensions 20 inches wide at front; 18 inches wide at back; 17 inches in depth, front to back.
3. Seat back - top shall be 19 inches above top of back end of cushion.
4. Arm rests - shall be 13 inches long, with cross-section of not less than 1-1/2 inches thick and 2-1/2 inches wide, made of foam rubber and covered with perforated material. Top of arm rest to be 9 inches above top of cushion at the hinged end.
5. Material of cushion - foam rubber with top covering perforated.
6. Material of back - padded with foam rubber, and covered with perforated material.
7. Adjustable mechanisms - to be adjustable vertically approximately 3 inches, minimum 18 inches above base, maximum 21 inches above base, with tilting back and 360 degree revolving pedestal top. Seat cushion

- to slide front and back a distance of 4 inches by suitable adjustment. --  
Seat cushion likewise to be provided with a vertical adjustment at the rear.
8. Pedestal base - of sliding base type with approximate traverse of six inches fore and aft of center line of cab window.
  9. The bottom of the seat pedestal when seat is in lowest position shall be such that the top of the arm rest shall come approximately 1-1/2 inches below the bottom of the window opening.
  10. Location - Consistent with clearances, as close to the right-hand side of the cab opposite center of window allowing 180 degree rotation of seat when fully collapsed. On Diesel locomotives used both in yard and road service, necessary clearance will be provided between seat and operating controls to give engineers freedom of movement in performance of their duties.
  11. It is agreed that all new diesel locomotive units ordered in the future shall have seats in conformity with this agreement. All presently owned or on order units not conforming to this agreement will have seats changed in conformity therewith as early as possible, but not later than the first general shopping, or December 1, 1956, whichever is the earlier, except that it is further understood that in all cases where existing units are seriously in violation of this understanding, consideration of changes to conform hereto at an early date will be given on due notice of the parties signatory hereto
  12. This agreement shall become effective on November 9, 1951, and shall continue in force and effect until altered or cancelled in accordance with the terms of the Railway Labor Act as amended.

Dated at Collinwood, Ohio, November 9, 1951.

FOR THE EMPLOYEES:

W. Palmer  
General Chairman,  
NYCRR, Buffalo and East

P. J. Ryan  
General Chairman,  
NYCRR, West of Buffalo

J. F. Cone  
General Chairman,  
NYCRR, Ohio Central Lines, including  
the Kanawha and West Virginia Railroad

John Cluskey  
General Chairman,  
B&A RR

J. J. Prober  
General Chairman,  
MCHR

C. C. Livingston  
General Chairman,  
CCC & St. L. RR and P&E Railway

E. F. Robinson  
General Chairman,  
C&I RR

W. B. ...  
Acting General Chairman,  
I.H.B. and Illinois Division

FOR THE MANAGEMENT:

F. K. Mitchell  
Manager, Equipment,  
New York Central Railroad; B&A;  
MC; CCC & STL; P&E; C&I.