

Award No. 1274
Docket No. 1202
2-SP(Tex&La)-CM-'48

NATIONAL RAILROAD ADJUSTMENT BOARD
SECOND DIVISION

The Second Division consisted of the regular members and in addition Referee Adolph E. Wenke when award was rendered.

PARTIES TO DISPUTE:

SYSTEM FEDERATION NO. 162, RAILWAY EMPLOYEES'
DEPARTMENT, A. F. of L. (Carmen)

SOUTHERN PACIFIC LINES IN TEXAS AND LOUISIANA
(Texas and New Orleans Railroad Company)

DISPUTE: CLAIM OF EMPLOYEES: 1—That under the controlling agreement and particularly Rule 119, the washing and cleaning of passenger car trucks preparatory to painting, is carman helpers' work.

2—That the carrier violated the controlling agreement when the work of washing and cleaning passenger car trucks preparatory to painting was assigned to shop laborers in the Houston General Coach Shop at Houston, Texas.

3—That the carrier be ordered to discontinue using laborers to perform the work of washing and cleaning passenger car trucks preparatory to painting, and that carmen painter helpers be assigned to perform this work.

EMPLOYEES' STATEMENT OF FACTS: Passenger cars that are shopped for general and heavy repairs are spotted on the wash rack and the cars are jacked up from the trucks by passenger carmen and their helpers, then laborers are assigned to wash the passenger car trucks with a solution and high steam and water pressure. After the laborers complete the cleaning, the passenger cars are let down on their trucks and are then spotted in the coach shop where they are again jacked up and their trucks are rolled out and laborers are assigned to finish the cleaning of the trucks by using special prepared scrapers, putty knives and wire brushes to remove the dirt, grime, oil and other foreign matter that was not removed by the washing that was performed on the wash rack, then the trucks are dismantled and the necessary repairs are performed and then the trucks are reassembled and after the repairs are completed on the coach bodies and trucks, the trucks are placed back under the passenger car and the car is let down on the trucks, then the passenger cars are transferred to the paint shop and the cars receive the necessary painting. The trucks are painted without any further cleaning other than that performed by laborers before the passenger cars are transferred to the coach paint shop. When the passenger car bodies are to be painted on the inside and outside (other than the trucks), carmen painter helpers perform the washing, scrubbing and cleaning preparatory to painting.

POSITION OF EMPLOYEES: It is respectfully submitted that all of the washing, scrubbing and cleaning of passenger car trucks that is being per-

direct the water to knock the filth, dirt and grime from the under parts of the passenger cars, and then later go over the trucks with brushes and scrapers, to clean the corners not reached in the water cleaning. The purpose is to clean the under parts of the car and the trucks before the mechanics are required to work on them. Following the cleaning of the under parts, carmen with their helpers effect the general repairs to the cars. When the cars are mechanically O. K., the painters take over. Carmen (painter) helpers wash and scrub the inside and outside of the passenger cars, preparatory to painting. After that the painters (mechanics) start their job. It is not necessary to wash and scrub the trucks on the passenger cars preparatory to painting. The painter (mechanic) himself does all of the work preparatory to painting and then paints the trucks.

CONCLUSION

It has been shown that carmen helpers do actually perform the washing and scrubbing of the inside and outside of passenger coaches, preparatory to painting, and that other than carmen helpers clean the cars that are to undergo general repairs before the mechanics are required to work on them. The rules in effect on the property do not require that carmen helpers clean cars that are to undergo general repairs. It is and has been the practice on this property for laborers to perform the job of cleaning the cars that are to undergo general repairs before the mechanics are required to work on them, and the request of the employes that carmen helpers instead of laborers should do that work is no less than a request for a new rule and should be denied.

Wherefore, premises considered, the carrier respectfully requests that the claim made in this case be in all things denied.

FINDINGS: The Second Division of the Adjustment Board, upon the whole record and all the evidence, finds that:

The carrier or carriers and the employe or employes involved in this dispute are respectively carrier and employe within the meaning of the Railway Labor Act as approved June 21, 1934.

This Division of the Adjustment Board has jurisdiction over the dispute involved herein.

The parties to said dispute were given due notice of hearing thereon.

This claim does not find support in either the rules of the current agreement or the facts and must therefore be denied.

AWARD

Claim denied.

NATIONAL RAILROAD ADJUSTMENT BOARD
By Order of Second Division

ATTEST: J. L. Mindling
Secretary

Dated at Chicago, Illinois, this 20th day of July, 1948.