

Award No. 164

Docket No. 167

2-MP-MA-'37

**NATIONAL RAILROAD ADJUSTMENT BOARD
SECOND DIVISION**

PARTIES TO DISPUTE:

**SYSTEM FEDERATION NO. 2, RAILWAY EMPLOYEES'
DEPARTMENT, A. F. OF L. (MACHINISTS)**

MISSOURI PACIFIC RAILROAD COMPANY

DISPUTE: CLAIM OF EMPLOYEES: That 52 (b) machinists are being used at North Little Rock shops in violation of Rule 52 (a) and (b) of wage agreement.

EMPLOYEES' STATEMENT OF FACTS: In North Little Rock shops Class B machinists are using taps, in connection with drill presses, for the purpose of tapping out side rod and main rod grease cups, keeper bolt holes in rods, and bushings, crosshead pins and many other appliances.

POSITION OF EMPLOYEES: We contend that Rule 52 (b), reading:

"Dismantling locomotives and machinery for repairs; ratchet and other skilled drilling and reaming; tool grinding, removing, replacing, grinding, bolting and breaking of all joints on steam and exhaust pipes and superheaters; removing, repairing and applying trailer and engine trucks and parts thereof; locomotive spring and spring rigging work, driver brake and brake rigging, locomotive tender and draft rigging work; cab stands or sheets, waste sheets, running board brackets, headlight brackets, hand rail brackets, smoke stack saddles, smoke stacks, sand boxes and dome castings."

clearly defines duties of class B machinists. The use of taps is not included in their classification. We contend that this work is included in machinist classification Rule A.

"Rule 52 (a). Machinists' work, including regular and helper apprentices, shall consist of laying out, fitting, adjusting, shaping, boring slotting, milling, and grinding of metals used in building, assembling, maintaining, and installing locomotives and engines (operated by steam or other power), engine inspecting; pumps, engine jacks, cranes, hoists, elevators, pneumatic and hydraulic tools and machinery, shafting and other shop machinery; tool and die making, axle truing, axle, wheel and tire turning and boring; air equipment, lubricator and injector work; oxyacetylene, thermit and electric welding on work generally recognized as machinists' work; the operation of all machines used in such work; machine and link grinding and passenger motor cars; and all other work generally recognized as machinists' work. Machinists may connect and disconnect any wiring, coupling, or pipe connections necessary to make or repair machinery or equipment."

And your attention is particularly directed to that part of this rule which reads: ". . . and all other work generally recognized as machinists' work" and "the operation of all machines used in such work."

The use of taps is and has always been considered machinists' work.

reaming by a Class B mechanic, he handles the job to a completion, both of which practices have been of long standing and without complaint under the rules.

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.

Rule 52 (b) does not provide for tapping out side rod and main rod grease cups, keeper bolt holes in rods and bushings, or crosshead pins.

AWARD

Claim sustained.

NATIONAL RAILROAD ADJUSTMENT BOARD
By Order of Second Division

ATTEST: J. L. Mindling
Secretary

Dated at Chicago, Illinois, this 28th day of June, 1937.