

Award No. 1276

Docket No. 1194

2-CRI&P-FT-'48

**NATIONAL RAILROAD ADJUSTMENT BOARD  
SECOND DIVISION**

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**PARTIES TO DISPUTE:**

**SYSTEM FEDERATION NO. 6, RAILWAY EMPLOYEES'  
DEPARTMENT, A. F. of L. (FEDERATED TRADES)**

**THE CHICAGO, ROCK ISLAND AND PACIFIC RAILROAD  
COMPANY**

**DISPUTE: CLAIM OF EMPLOYEES:**

1. That employes of the several crafts in the roundhouse at Des Moines, Iowa, changed from one shift to another, were improperly compensated at straight time under the current agreement.
2. That accordingly the carrier be ordered to additionally compensate said employes in the amount of four hours each at their straight rate of pay for services which they each performed on the new shift assignment from 8 P. M. to 4 A. M. Friday, September 12, 1947.

**EMPLOYEES' STATEMENT OF FACTS:** At the roundhouse at Des Moines, Iowa, the carrier operated three shifts, from 8 A. M. to 4 P. M.—4 P. M. to 12 Midnight, and 12 Midnight to 8 A. M., prior to September 12, 1947. However, on September 5, 1947, the carrier placed on the bulletin board the following instructions—

Des Moines, Iowa Sept. 5, 1947  
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**TO ALL SHOP MEN:**

Des Moines will discontinue 3 shifts and will continue with two shifts, starting five days from this date, September 10, 1947, these shifts running from 8 A. M. to 4:30 P. M. with a half hour for lunch, and from 8 P. M. to 4 A. M. straight time.

F. J. Schleih's."

This rearrangement of shifts was made effective Sept. 12, in lieu of the 10th, as above stated, and the employes involved in the statement of dispute comprise those named below—

1. Machinist Ray Ryan, Machinist Helper Zelmar Johnson, Boilermaker James Rhodes and Boilermaker Helper Ed. Gaitor. These were changed from the old shift beginning at 4 P. M. to the new shift beginning at 8 P. M.
2. Machinists Edw. McLellan, John C. White, William M. Lee and James F. Thompson. Machinist Helpers George VerSteeg and M. J. Houge. Carman Eldon A. Trindle, and Boilermaker J. C.

**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.

The evidence of record in this case does not support the employes' contention.

**AWARD**

Claim of the employes denied.

**NATIONAL RAILROAD ADJUSTMENT BOARD**  
By Order of Second Division

**ATTEST: J. L. Mindling**  
Secretary

Dated at Chicago, Illinois, this 28th day of September, 1948.