

Award No. 3941
Docket No. 3503
2-AT&SF-BM-'62

NATIONAL RAILROAD ADJUSTMENT BOARD
SECOND DIVISION

The Second Division consisted of the regular members and in addition Referee Charles W. Anrod when the award was rendered.

PARTIES TO DISPUTE:

**SYSTEM FEDERATION NO. 97, RAILWAY EMPLOYEES'
DEPARTMENT, A. F. of L. — C. I. O. (Boilermakers)**

**THE ATCHISON, TOPEKA AND SANTA FE RAILWAY
COMPANY — WESTERN LINES**

DISPUTE: CLAIM OF EMPLOYEES:

1. That under the terms of the current agreement the Carrier improperly assigned work of the Boilermakers' Classification to Sheet Metal Workers at Albuquerque, New Mexico, on or about January 23, 1958.

2. That accordingly the Atchison, Topeka and Santa Fe Railway be ordered to additionally compensate employes of the Boilermakers' Craft at their applicable rate of pay (straight time) for the aforesaid violation as follows:

M. Bargas, Boilermaker Welder	8 hours
J. P. Anaya, Boilermaker	8 hours
Total Hours	16 hours

EMPLOYEES' STATEMENT OF FACTS: At Albuquerque, New Mexico, the Atchison, Topeka and Santa Fe Railway maintains a force of boilermakers and helpers in their Albuquerque Diesel Shops, and Centralized Work Equipment Shop, who hold seniority at that point in accordance with the Rules Agreement. The said Atchison, Topeka and Santa Fe Railway will hereinafter be referred to as the carrier.

On or about January 23, 1958, the carrier elected to add to their Diesel Locomotive Shop Equipment a vise stand, to fasten vise for use of employes working on Diesel Locomotives. Said vise stand was fabricated out of two pieces of heavy plate metal with pipe supports between said plate metal. The bottom plate dimension was 22" x 22" x $\frac{3}{8}$ the top plate to which the vise was bolted was approximately 19" x 28" and $\frac{3}{8}$ or $\frac{1}{2}$ inch thickness.

tention that the building and installation of diesel platforms by Shop Extension Department forces is confined to the particular points where such forces had previously installed that particular fixture or item of equipment. Furthermore, and as shown in the carrier's statement of facts, the seniority of Shop Extensions Department employes is not restricted to a single point, but under Rule 28(b) 2 extends over a grand division, or in this case the entire Western Lines, including Albuquerque, the location involved in this dispute.

It will be apparent from the above that the handling complained of in this dispute stems from an established practice that has extended over a period of more than thirty (30) years and throughout revisions of the Agreement without abrogation. The actions of the Employes and their representatives clearly denote that they are through the medium of their claim in the instant dispute, requesting the Board to grant them that which they have, by their own actions, previously recognized is not required under the Agreement rules.

In conclusion, the Carrier respectfully reasserts that the Employes' claim in the instant dispute is wholly without support under the governing agreement rules and the long-standing practices thereunder, and should, for reasons expressed herein be dismissed or denied in its entirety.

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.

Parties to said dispute were given due notice of hearing thereon.

The instant claim involves essentially the same factual situation and legal questions as those discussed in our Award 3939. What we have said in that Award with respect to the building of the scaffold in connection with the construction and installation of a permanent Diesel Repair Platform in the Carrier's Diesel Repair Shops at Albuquerque, New Mexico, is also applicable to the construction and installation of the vise stand on such a platform with which we are here concerned.

Accordingly, we hold that the instant claim is without merit for the reasons stated in our aforementioned Award. As a result, it becomes unnecessary to rule on the Carrier's procedural objections and we express no opinion on the validity thereof.

AWARD

Claim denied.

NATIONAL RAILROAD ADJUSTMENT BOARD
By Order of SECOND DIVISION

ATTEST: Harry J. Sassaman
Executive Secretary

Dated at Chicago, Illinois, this 28th day of February 1962.