

Award No. 2064

Docket No. 1915

2-C&O-EW-'56

NATIONAL RAILROAD ADJUSTMENT BOARD

SECOND DIVISION

The Second Division consisted of the regular members and in addition Referee David R. Douglass when award was rendered.

PARTIES TO DISPUTE:

**SYSTEM FEDERATION NO. 41, RAILWAY EMPLOYES'
DEPARTMENT, A. F. of L. (Electrical Workers)**

**THE CHESAPEAKE AND OHIO RAILWAY COMPANY
(Southern Region and Hocking Division)**

DISPUTE: CLAIM OF EMPLOYES:

1. That under the current Agreement the Carrier improperly assigned other than Electricians to charge batteries on passenger cars at Richmond, Virginia on May 28 and 30, 1954.

2. That accordingly the Carrier be ordered to additionally compensate Electrician N. M. Taylor in the amount of 2½ hours' pay for each of the aforesaid dates.

EMPLOYES' STATEMENT OF FACTS: On May 28, 1954, at 5:35 P. M. a lead car inspector was used to perform the work necessary in charging storage batteries used to provide light and power on passenger cars on Train 48 at passenger station at Richmond, Virginia.

On May 30, 1954, at 5:25 P. M. the same work was performed in the same manner as above on Train 116.

The lead car inspector plugged in the standby cable and turned the motor generator set on to charge batteries from 5:40 P. M. to 6:50 P. M. on May 28, and from 5:30 P. M. to 6:50 P. M. on May 30, after which the motor generator set was turned off and the standby cable removed by the lead car inspector. Master Mechanic P. T. Briers' letter of July 19, 1954, copy of which is submitted herewith and identified as Exhibit A confirms the above facts.

Electrician Taylor, hereinafter referred to as the claimant, assigned on the 7:00 A. M. to 3:00 P. M. shift was available to perform the work if assigned or called.

The dispute was handled with carrier officials designated to handle such affairs, who all declined to adjust the matter.

battery charger which can be wheeled from car to car. The direct current power output is sufficient to charge all types of passenger equipment including cars equipped with genemotors as these genemotor equipped cars have a charging receptacle connected to the battery circuit as standard equipment.

The claim of the employes must be sustained.

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 main purpose of plugging in the generator is to provide sufficient power to operate the air conditioning at full efficiency. Some power is put to the batteries, but such is incidental and is controlled by an automatic cut off. There is no testing of the battery nor is the battery given special attention of any kind.

AWARD

Claim denied.

NATIONAL RAILROAD ADJUSTMENT BOARD
By Order of SECOND DIVISION

ATTEST: Harry J. Sassaman
Executive Secretary

Dated at Chicago, Illinois, this 21st day of February, 1956.