

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

Parties to Dispute: { Sheet Metal Workers' International Association
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{
{ Missouri Pacific Railroad Company

Dispute: Claim of Employees:

1. That the Missouri Pacific Railroad Company violated the controlling Agreement, particularly Rules 26(a), 97 and Article V, Sections A, C, D, and G, when on December 12, 1977, other than Sheet Metal Workers were assigned the disconnecting and connecting of pipes and fittings to diaphragms on air compressor at the Center Air Compressor Room, Kansas City Diesel Shops, Kansas City, Missouri.
2. That accordingly the Missouri Pacific Railroad Company be ordered to compensate Sheet Metal Worker J. W. Mellings two (2) hours forty (40) minutes at the punitive rate of pay for such violation.

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 waived right of appearance at hearing thereon.

Adjacent to Carrier's Diesel Facility in Kansas City is a building known as the Power House, wherein are located steam generators and two stationary air compressors. On December 12, 1977, a machinist was instructed by his foreman to replace the diaphragms in one of the air compressors. Carrier's description of the work involved is not challenged by the Organization. We therefore quote from Carrier's Statement of Facts: "Replacing the diaphragms requires disconnecting 3/8" copper tubing, one end of which attaches to the unloading assembly located on the low pressure cylinder head. The tubing is attached at each end by pulling a hex nut down over a compression fitting. Disconnecting simply requires the loosening of the nut at each end of the tubing. The machinist must then loosen four nuts holding the unloader assembly to the cylinder which permits the machinist to remove and replace the diaphragm. The machinery is reassembled in the reverse order."

Further language of Carrier is criticized by the Organization only as being an over-simplification: "The claims were filed on behalf of sheet metal workers because a sheet metal worker was not used in each case to loosen the hex nuts holding the tubing in place. The loosening of the hex nuts requires no more than three or four minutes. Tightening the hex nut (sic) requires four or five minutes."

We find that the disputed work is governed by the last sentence of RULE 52, MACHINISTS' CLASSIFICATION OF WORK, reading in pertinent part:

"Machinists may connect and disconnect any ... pipe connections necessary to make or repair machinery or equipment."

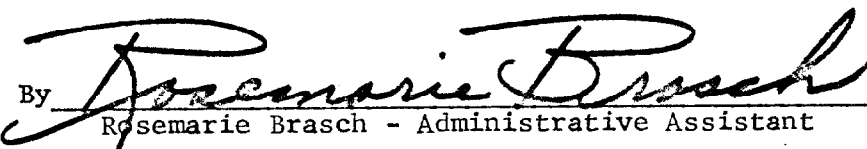
A W A R D

Claim denied.

NATIONAL RAILROAD ADJUSTMENT BOARD
By Order of Second Division

Attest: Executive Secretary
National Railroad Adjustment Board

By


Rosemarie Brasch - Administrative Assistant

Dated at Chicago, Illinois, this 10th day of December, 1980.