

Parties to Dispute: (Brotherhood Railway Carmen of the United States and Canada
(Seaboard System Railroad

Dispute: Claim of Employees:

1. That the Seaboard Coast Line Railroad Company violated the controlling Agreement, specifically Rules 8, 9, Appendix "Q", 15 and Rule 103 of the Carmen's Special Rules when Carman R. E. Futch was refused the right to protect his regular assigned wrecker job on May 26, 27 and 28, 1981 when the wrecker was called to Uceta Yard, Tampa, Florida, and then to Lochloosa for AMTRAK derailment.
2. That accordingly, the Seaboard Coast Line Railroad Company be ordered to compensate Carman R. E. Futch for 15 hours at time and one-half rate account this violation of our current working agreement by the Company.

Statement:

The above question was submitted to the Second Division of the National Railroad Adjustment Board by the above referred to Organization in ex parte form, hearing thereon was waived, and the Division is now in receipt of a request from the Carrier that the case be withdrawn.

A W A R D

Claim dismissed.

NATIONAL RAILROAD ADJUSTMENT BOARD
By Order of Second Division

Attest:


Nancy J. Dover - Executive Secretary

Dated at Chicago, Illinois, this 12th day of June 1985.