

**Award No. 1161**  
**Docket No. CL-1251**

**NATIONAL RAILROAD ADJUSTMENT BOARD**  
**THIRD DIVISION**

**Lloyd K. Garrison, Referee**

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**PARTIES TO DISPUTE:**

**BROTHERHOOD OF RAILWAY AND STEAMSHIP CLERKS,  
FREIGHT HANDLERS, EXPRESS AND STATION EMPLOYES**

**THE KANSAS CITY SOUTHERN RAILWAY COMPANY**

**STATEMENT OF CLAIM:** "Claim of the System Committee of the Brotherhood that a rate of \$5.45 per day shall be established and maintained on position of Check Clerk, Shreveport, La. consolidated Freight Office and Warehouse in lieu of rate of \$4.70 per day (rate adjusted to \$4.94 per day), retroactive to October 1st, 1939."

**EMPLOYEES' STATEMENT OF FACTS:** "On October 1st, 1939, and for many years prior there had existed in the Kansas City Southern Railway Company's Local Freight Office and Warehouse at Shreveport, Louisiana, a position of Check Clerk, rate of pay \$5.45 per day.

"Effective with October 1st, 1939, the Louisiana & Arkansas Ry. Co. closed their Local Freight Office and Warehouse in Shreveport, La., and all work formerly done in this Office and Warehouse was taken over by the Kansas City Southern Ry. Co.

"A 'Memorandum of Understanding' (copy of which is attached to and made a part of this submission) governing the operation of the coordinated offices and Warehouses of the Kansas City Southern Ry. Co. and the Louisiana & Arkansas Ry. Co., effective October 1st, 1939, was signed on September 22nd, 1939, by representatives of the two interested Carriers and of the Brotherhood.

"Section 3 of this 'Memorandum of Agreement' reads as follows:

"It is understood that the coordinated operation will be under the supervision of the Kansas City Southern, and covered by the agreement between the Brotherhood of Railway Clerks and the Kansas City Southern, except as herein specifically set forth, and as otherwise provided for under the terms of the Washington Agreement; it being understood that the terms and conditions of the Washington Agreement shall apply to all employees affected by this coordination."

"These two positions are entirely and exactly similar, both employees having charge of a gang of men (freight handlers and etc.), both check freight out of cars, receive and deliver freight and do the numerous duties generally handled by a Check Clerk in a Warehouse and Freight Terminal."

**CARRIER'S STATEMENT OF FACTS:** "Attached hereto marked Exhibit 'A' is copy of Notice of Coordination dated June 13, 1939, posted in the local freight offices and warehouses of The Kansas City Southern and The Louisiana & Arkansas Railways at Shreveport, La. Copies were sent by

"General Chairman Moore in the tabulation accompanying his letter of October 22, 1939, claimed the rate should be \$5.44 per day. At no time since then has he contended for the \$5.84 rate now claimed.

**14. Switching Clerk, \$5.50 per day. Rate proposed, \$5.84 per day.**

"The L. & A. rate for Switching Clerk prior to coordination was \$5.24 per day. The retroactive wage adjustment made by the L. & A. brought this rate up to \$5.50. The position of Switching Clerk under the coordinated arrangement was given the same rate as that of the L. & A. position of Switching Clerk.

"There has been little or no change in the duties of this position and there can be no reasonable justification for increasing the rate of pay.

"As to each and every one of the claims, the Carrier contends that the National Railroad Adjustment Board is without jurisdiction for reasons hereinbefore set forth."

There is in evidence an agreement between the parties bearing effective date of June 16, 1937.

**OPINION OF BOARD:** This case is governed by the Opinion in CL-1241, Award No. 1151, and is disposed of accordingly.

**FINDINGS:** The Third Division of the Adjustment Board, after giving the parties to this dispute due notice of hearing thereon, and upon the whole record and all the evidence, finds and holds:

That the carrier and the employe involved in this dispute are respectively carrier and employe within the meaning of the Railway Labor Act, as approved June 21, 1934;

That this Division of the Adjustment Board has jurisdiction over the dispute involved herein; and

That the current agreement was not violated.

**AWARD**

Claim dismissed.

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

**ATTEST:** H. A. Johnson  
Secretary

Dated at Chicago, Illinois, this 30th day of July, 1940.