

NATIONAL RAILROAD ADJUSTMENT BOARD

THIRD DIVISION

PARTIES TO DISPUTE:

THE ORDER OF RAILROAD TELEGRAPHERS

THE NEW YORK CENTRAL RAILROAD COMPANY (Line West)

STATEMENT OF CLAIM: Claim of the General Committee of The Order of Railroad Telegraphers on the New York Central Railroad (Line West of Buffalo) that:

Case No. 1

1. The carrier violated the agreement between the parties on December 12, 1951 when it abolished the second and third shifts at Albany, Ohio, without abolishing the manual block work between Albany, Ohio and Meigs, Ohio in connection with the movement of trains and track cars between these points, and turned such work over to employees of the Baltimore and Ohio Railroad at Grosvenor, Ohio, whose seniority rights are confined to the Baltimore and Ohio Railroad.

2. Carrier shall be required to restore such manual block work to employees covered by New York Central Seniority District No. 10 roster.

Case No. 2

1. The carrier violated the agreement between the parties on January 26, 1953 when it abolished the first, second, and third shifts at Meigs, Ohio, without abolishing the manual block work between Meigs, Ohio and Hobson, Ohio in connection with the movement of trains and track cars between those points, and turned such work over to employees of the Baltimore and Ohio Railroad at Grosvenor, Ohio, whose seniority rights are confined to the Baltimore and Ohio Railroad.

2. Carrier shall now be required to restore such manual block work to employees covered by New York Central Seniority District No. 10 roster.

3. The senior idle employee on each shift, entitled to the work (to be determined by a joint check of the carrier's records), be allowed a day's pay on each shift of each day a violation occurs.

Case No. 3

1. The carrier violated the agreement between the parties on July 28, 1952 when it abolished the third shift at Chauncey, Ohio;

and on December 8, 1952, when it abolished the second shift at Chauncey, Ohio, without abolishing the manual block work between Chauncey, Ohio, and BK (Corning, Ohio), in connection with the movement of trains and track cars between those points, and turned such work over to employes of the Chesapeake and Ohio Railway at Armitage, Ohio, whose seniority rights are confined to the Chesapeake and Ohio Railway.

2. Carrier shall now be required to restore such manual block work to employes covered by New York Central Seniority District No. 10 roster.

3. The senior idle employe on each shift, entitled to the work (to be determined by a joint check of the Carrier's records), be allowed a day's pay on each shift of each day a violation occurs.

FINDINGS: The Third Division of the Adjustment Board finds:

That the dispute was certified to the Third Division of the Adjustment Board ex parte by the complainant party; and

That no hearing thereon has been held, and under date of February 21, 1956, the parties jointly addressed a formal communication to the Secretary of the Third Division requesting withdrawal of this case, which request is hereby granted.

AWARD

Claim dismissed.

NATIONAL RAILROAD ADJUSTMENT BOARD
By Order of Third Division

ATTEST: (Sgd.) A. Ivan Tummon
Secretary

Dated at Chicago, Illinois, this 19th day of March, 1956.