

SPECIAL BOARD OF ADJUSTMENT NO. 132

PARTIES

THE ORDER OF RAILROAD TELEGRAPHERS
THE STATEN ISLAND RAPID TRANSIT RAILWAY COMPANY

AWARD IN DOCKET NO. 94

STATEMENT
OF CLAIM:

1. Carrier violated the agreement between the parties hereto when on August 2, 1955, it caused, permitted and required train service employees not covered by the Telegraphers' Agreement to report the arrival and departure of trains from Cranford Junction and Arlington, which work was and is reserved solely to employees covered by the Telegraphers' Agreement.

2. Carrier be required to permit a joint check of its records to determine the number of violations occurring subsequent to the foregoing date.

3. Carrier be required to compensate the senior idle telegrapher (extra in preference) for one day's pay (8 hours) on the date shown above, and all subsequent dates on which joint check of records shown agreement to have been violated.

FINDINGS: This claim arises as a result of certain changes in the operations on the North Shore Sub-division of the Carrier effective May 1, 1955.

The record reveals that the Local Chairman and a representative of management made a joint check of the communications work at Cranford Junction after the yard clerk came on duty at about 8 P.M. on March 5 and 6, 1956, and check was also made of book record of trains at Arlington Yard about March 7, 1956. The facts set forth in that joint check are quite typical of the operation conducted on the North Shore Sub-division.

It would serve no purpose to here set forth in detail the type of communications shown on the joint check. Suffice it to say that none of the telephone conversations shown indicated that there was any block operator's duties performed by trainmen operating on that sub-division. Further, the inspection of the Dispatcher's train sheets shows that no record of arrival or departure times was kept. At Arlington Yard the book record of trains shows time when crews go on duty, consist report and time when train leaves the yard. When crews call the yardmaster no record of location or time is kept. From an over-all examination of the entire joint check it is apparent that train movements from Cranford Junction to Arlington are conducted as a yard operation and that the telephone conversations between yard clerks and dispatchers and crews and dispatchers were informative but not essential for

the purpose of giving trains orders or clearances. Under the circumstances, we find that there is no basis for a sustaining Award

AWARD

Claims (1), (2), (3) Denied.

/s/ Francis J. Robertson
Francis J. Robertson,
Chairman

/s/ B. N. Kinkead
B. N. Kinkead,
Employe Member (Dissenting)

/s/ T. S. Woods
T. S. Woods,
Carrier Member

Dated at Baltimore, Maryland this
23rd day of August, 1957.

