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AWARD NO. 13  
CASE NO. 13

SPECIAL BOARD OF ADJUSTMENT NO. 171

BROTHERHOOD OF RAILWAY AND STEAMSHIP CLERKS,  
FREIGHT HANDLERS, EXPRESS AND STATION EMPLOYEES  
vs  
GREAT NORTHERN RAILWAY COMPANY

STATEMENT OF CLAIM:

"Claim of the System Committee of the Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees that the Carrier violated the rules of the current agreement.

"1. When, on June 4, 11 and 12, 1955, the Carrier failed to call employee C. A. Anderson for overtime work in connection with his position and on June 25, 1955, the Carrier failed to call James W. Reid for overtime work in connection with his regular position.

"2. That the Carrier now be required to compensate employee C. A. Anderson for June 4, 1955, and for each Saturday, Sunday and holiday thereafter up to and including June 19, 1955, and James W. Reid for June 25, 1955, and for each and every Saturday, Sunday and holiday thereafter that he was not called to perform overtime work on his position and other employees used."

FINDINGS: This Special Board of Adjustment, upon the whole record and all the evidence, finds that:

The Carrier and the employee or employees in this dispute are respectively Carrier and employees within the meaning of the Railway Labor Act, as approved June 21, 1934.

This Special Board of Adjustment has jurisdiction over the dispute involved herein.

The employees state that the positions involved in this claim are held by the claimants, and that their position was that of a Record Clerk assigned to a five-day position, Monday through Friday, with Saturday and Sunday as rest days. The duties of these Record Clerks were such that they had to be performed on Saturdays and Sundays in order to keep up the work; that the Carrier, instead of calling the incumbents of these positions as provided for in Rule 37, called other employees to perform this work on an overtime basis. The organization states that a Manifest Clerk performs approximately 4 hours of manifest work, and that the balance of his time on Saturdays, Sundays and holidays is used in performing Record Clerk work, which is a violation of Rule 37.

The Carrier states that the claimants herein are employed as Record Clerks in the yard office at Interbay, Washington; that their basic duties are to maintain the car record book, referred to in railway parlance as "The Bible." They perform this work by punching cards and running them through a machine for the tabulation of record sheets; that these positions are assigned five days a week, Monday

through Friday. Manifest Clerks in the same office are assigned to manifest trains, operating machines, and other duties in line with yard office work. They punch cards on all trains they handle directly from train sheets or outbound 1103 reports, run cards through a machine called the interpreter, and place cards in the sorter case above the sorter machine in the designated pockets. Car Checkers are assigned to check cars and to punch cards for drag lists whenever they have time. Since the Manifest Clerks and the Checkers do not always have time to punch all the cards, the Record Clerks punch some of them before running them through the machine to make it possible to complete "The Bible." On Saturday and Sunday, Manifest Clerks and Car Checkers continue to punch cards, run them through the interpreter, and place them in the sorter case exactly as they do on other days of the week. No compiling or completing the car record book is done on Saturday or Sunday.

From the evidence produced in this record, this Board can find no violation of Rule 37 by the Carrier. The Board further finds that the work performed by the Manifest Clerks and Car Checkers is not work that exclusively belongs to the Record Clerks; therefore, this claim must be denied.

A W A R D

Claim denied.

/s/ Thomas C. Begley  
Thomas C. Begley, Chairman

/s/ C. A. Pearson  
C. A. Pearson, Carrier Member

/s/ F. A. Emme  
F. A. Emme, Employee Member

Signed at St. Paul, Minnesota, this 9th day of May, 1957.