

Public Law Board No. 1922

PARTIES
TO
DISPUTE:

United Transportation Union (Switchmen)

and

Southern Pacific Transportation Company

STATEMENT
OF
CLAIM:

Org. File

Co. File

E 75-14

YDM 148-17753

E 76-1

148-17760

148-17767

Claim is made for a day's pay at the yard rate of payment applicable for the three senior switchmen standing for service at 10:30 a.m. June 24, 7:15 p.m. September 11 and 10:50 p.m. September 18, 1975, Eugene Yard.

FINDINGS:

A train assembled by a yard crew was turned over in Eugene Yard to a road crew as ready for departure into road territory. When the road crew boarded

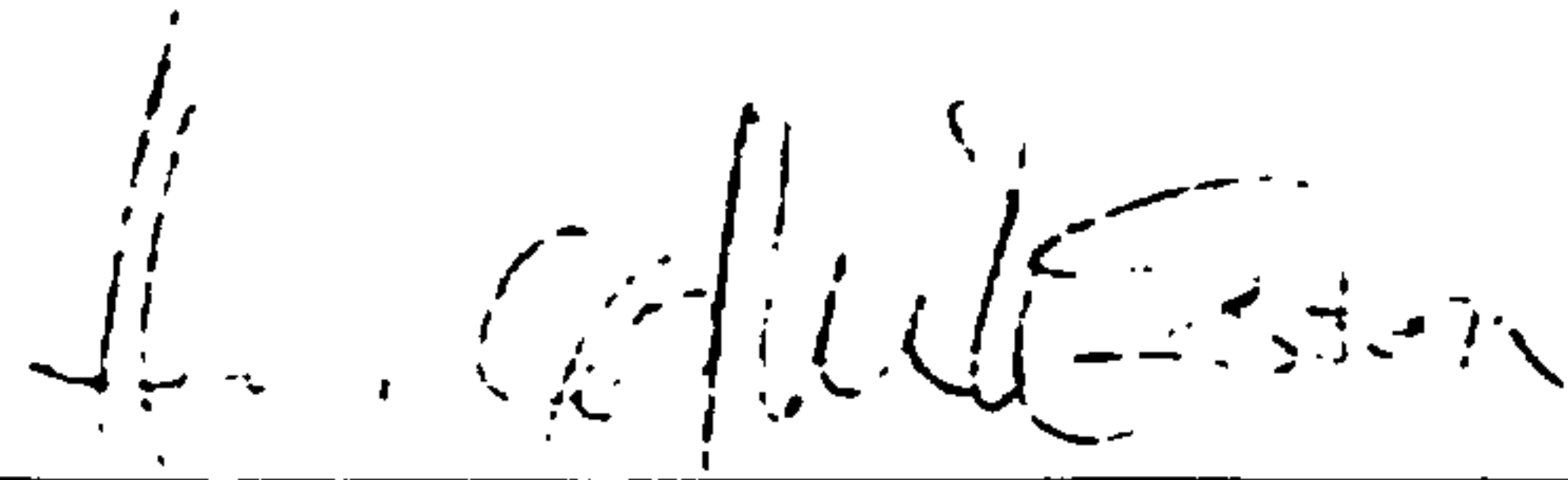
the caboose, it was discovered that the caboose was in need of supplies. The train departed the makeup track on its road trip and was subsequently stopped by means of radio signals relayed from the yardmaster to the road crew in the hump yard where the caboose received supplies. The train then continued on its way from Eugene Yard.

No switches were handled by the road crew in the course of these moves and, unlike the situation in the settlements cited by Petitioner, the road crew did not back up the train to supply the caboose. The train had been made up and the caboose attached before the road crew boarded it. Award 57 of Public Law Board 1160 is not in point since, unlike the present case, it involved the situation where a train was pulled ahead in order to spot for unloading purposes.

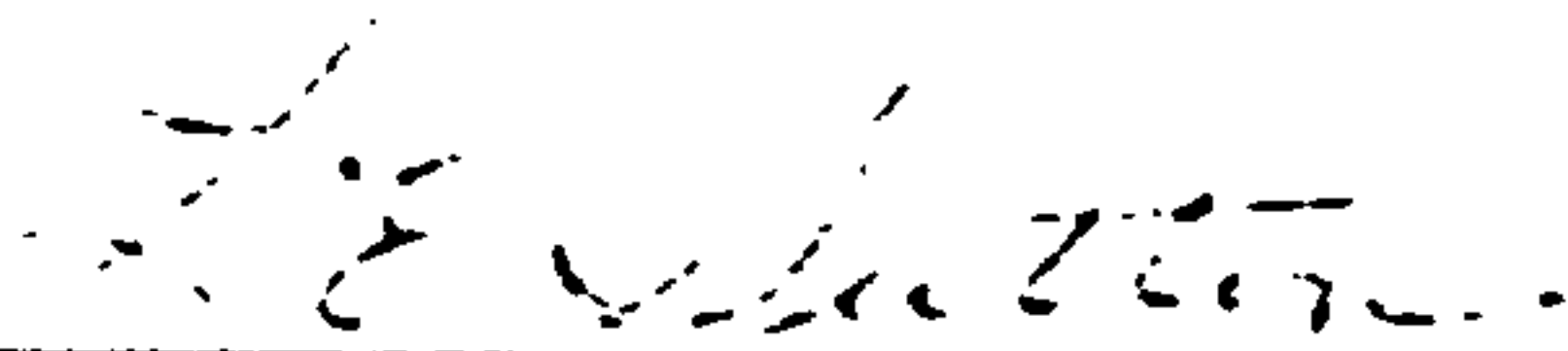
The straight forward movement made by this crew to allow further servicing does not constitute yard service under the above circumstances. See Award 242 of Public Law Board No. 1, Award 997 and 837 of Special Board of Adjustment No. 18, Award 597 of Special Board of Adjustment 64.

AWARD: Claim denied.

Adopted at San Francisco, California, February 21, 1979.



Harold M. Weston, Chairman



Carrier Member



Employee Member