

Claims Payable under the 2007 Single System Agreement (SSA)

Article	Description	Claim	New Con Code Needed?	Current Con Code Avail
Art. 10, B, 4.	- CMC refuses Demand Day Off (DDO).	- 1 Basic Day.	YES	97 – To monitor
Art. 13, B, 1.	- Directed to undergo a physical examination. (Time Lost)	- All lost earnings.	NO	92
Art. 13, B, 1.	- Directed to undergo a physical examination. (No Time Lost)	- 3 hours at pro rata.	NO	92
Art. 14, B, 4, Note 2:	- Used in the qualifying of transferred engineers.	- \$26.00 Road Service. - \$15.00 Yard Service.	NO	32
Art. 19, D.	- Yard Engineer not granted lunch period. - Yard Engineer not granted 2 nd lunch period.	- 20 minutes at pro rata. - 20 minutes at overtime rate.	NO	40
Art. 21, C.	- Waiting 30 minutes or more for Cab. - Late room availability.	- Continuous Time. - Continuous Time.	NO	TX
Art. 23, C, 2.	- Train or Pilot engineers not qualified on territory.	- \$26.00 Road Service. - \$15.00 Yard Service.	NO	32
Art. 25.	- Bereavement.	- 3 Basic Days.	NO	27
Art. 26, A.	- Summoned for Jury Duty.	- 1 Basic Day less amount allowed by court.	NO	73
Art. 26, B, 1.	- Attending court in the interest of CSXT. (Time Lost)	- Actual time lost and reasonable expenses incurred.	NO	13
Art. 26, B, 1.	- Attending court in the interest of CSXT. (No Time Lost)	- Minimum day and reasonable expenses incurred.	NO	13
Art. 26, B, 2.	- Statement to CSXT Attorneys or Representative at work.	- Time consumed with minimum 1 hour.	NO	13
Art. 26, B, 3.	- Statement to CSXT Attorneys or Representative at home.	- Minimum of 1 Basic Day.	NO	13
Art. 30, A, 3, Note 2	- Postponement of Hearing after Local Chairman had marked off to represent an engineer.	- Made whole for all lost earnings.	NO	31
Art. 30, E, 1.	- Witness directed by CSXT to attend hearing. (Time Lost)	- Compensated for all lost time.	NO	31
Art. 30, E, 1.	- Witness directed by CSXT to attend hearing. (No Time Lost)	- Actual time attending hearing with minimum 4 hours.	NO	31
Art. 30, E, 2.	- Employee involved in hearing <u>not</u> assessed discipline. (Time Lost)	- Compensated for all time lost.	NO	31

Art. 30, E, 2.	- Employee involved in hearing <u>not</u> assessed discipline. (No Time Lost)	- Actual time attending hearing with minimum 4 hours.	NO	31
Art. 35, D, 3.	- Required to take lead locomotive in substantial non-compliance.	- 1 hour at pro rata rate.	NO	T4
Art. 37, Sec. 2, A.	- Called and not used before departing home or lodging facility.	- 90 minutes pay. - Retains place on board.	NO	24 or CU
Art. 37, Sec. 2, B.	- Called and not used, reports, but does not perform service.	- 3 hours pay. - Retains place on board.	NO	24 or CU
Art. 37, Sec. 2, B, Note 1.	- If under Art. 37, Sec. 2, (A) or (B) not called and would have had time to get train to opposite terminal.	- Considered runaround 4 hrs. or 8 hrs. whichever applicable.	NO	RA
Art. 37, Sec. 2, B, Note 2.	- Called and not used, reports, held more than 2 hrs., does not perform service or performs service.	- Basic days pay. - Placed on bottom of the board.	NO	24 or CU
Art. 38, B, 1, a.	- Runaround. - Service performed within 8 hours.	- 4 hours pay.	NO	RA
Art. 38, B, 1, b.	- Runaround. - Service not performed within 8 hours.	- 8 hours pay.	NO	RA
Art. 38, B, 1, c.	- Runaround. Trip would have been called for is completed before reporting for duty	- All earnings of that particular trip.	NO	RA
Art. 47, C, 2.	- Yard engineer used in work train service.	- Pro rata on a minute basis with a 1 hour minimum.	NO	38
Art. 47, C, 3.	- Extra engineer used in Yard Work Train Service on second tour of duty within 22 ½ hours.	- Time and one half for tour of duty.	NO	47
Art. 47, Q&A 3.	- Road/yard work train used to perform revenue service.	- 1 penalty day's pay.	NO	38
Art. 48, Sec.1, B, Note 1.	- Yard engineer held on duty and required to work more than 30 minutes beyond 8 hr tour of duty, relieved by a crew on a like assignment on next shift using same engines.	- 1 basic day.	NO	97 – To monitor
Art. 48, Sec.1, C, 5.	- Regularly assigned yard engineer required to work an assignment other than his own during a 24 hr. period.	- Time and one-half for that shift.	NO	47
Art. 48, Sec. 1, D, 3.	- Extra yard engineer required to work a second shift during a 24 hr. period.	- Time and one-half for that shift.	NO	47
Art. 48, Sec. 2, Inter. 2.	- CSXT does not award any assignment on the EBD and continuously works a yard extra on the shift. Also under Art 55	- Senior engineer having claimed such assignment, 1 penalty day.	NO	CE
Art. 48, Sec 3.	- Yard crew used to advance a road train from inside the terminal to a location outside of yard limits.	- 1 penalty day.	NO	97 – To monitor

Art. 48, Sec. 4, Note.	- Yard crews: (1) Bringing in disabled train from outside 25 miles outside of switching limits. (2) Completing work normally handled by crews of outlawed trains.	- Miles or hours, whichever is greater with a minimum of 1 hour for the class of service performed for all time consumed outside of yard limits.	NO	41
Art. 50, F.	- Completion of day and placed in other service.	- A new day.	NO	NEW TICKET
Art. 50, G.	- Required to handle locomotives other than those in connection with the day's work or trip.	- An additional day.	NO	97 – To monitor
Art. 51, Sec.2. A.	- Pool engineer used to relieve a road train within terminal limits where yard crew are assigned and available.	- Penalty day at yard rate under Con Code "BG".	NO	BG
Art. 51, Sec. 2, B.	- In an emergency, called to relieve a second train in relief service within yard or terminal limits.	- 1 penalty day.	NO	BG
Art. 52. B.	- Denied the opportunity to turn locomotive prior to commencing service.	- 1 hour pro rata.	NO	97 – To monitor
Art. 52, C.	- On through freight operated from terminal to terminal, denied the liberty of turning locomotive after request is made.	- 1 hour penalty payment.	NO	97 – To monitor
Art. 53, A.	- Assist another train in same direction.	- Actual miles, minimum 2 hours.	NO	16
Art. 53, D.	- Assist another train in opposite direction.	- Additional day's pay.	NO	16
Art. 53, Q&A 2.	- Called for straight away service then required to perform relief service or handle other trains enroute.	- Additional day's pay.	NO	97 – To monitor
Art. 54	- Detour route mileage in excess of assigned mileage.	- Paid mileage via detour with overtime based on such mileage.	NO	CLAIM ON TICKET
Art. 55, F, 3.	- Road Switch/Mine Run misses trip because of insufficient rest. (Claiming of additional rest will not apply.)	- Allowed earnings as if he would have worked assignment.	NO	97 – To monitor
Art. 55, Q&A 2.	- Road Switch/Mine Run required to work outside of advertised limits.	- Penalty Basic Day.	NO	75
Art. 57, Sec.2, B, 3.	- Road service engineer required to perform service outside their advertised limits.	- Penalty Basic Day.	NO	75
Art. 57, Sec.2, G.	- Road freight engineer required to perform switching not allowed under National Agreement Articles.	- Additional day at yard rate of pay.	NO	Y5

Art. 57, Sec.6, A.	- Extra engineer deadheaded to an outlying point to protect a vacancy and held not exceeding 7 days, then not used to perform service on any day of assignment.	- 1 Basic Day.	NO	CE
Art. 57, Sec.6, D.	- Held at outlying point of terminal in excess of seven calendar days.	- Paid continuous time from the time relieved on the 7 th day.	NO	CE
Art. 57, Sec.7, C.	- Aggregate: not used within specified time of the notice of the 4 hr. or 7 hr. 59 min. of proper notice.	- Will go under pay at the expiration.	NO	CLAIM ON TICKET
Art. 57, Sec.7, E.	- Notice to aggregate is cancelled after the engineer has gone on pay.	- Time on pay, minimum 2 hrs.	NO	CLAIM ON TICKET
Art. 57, Sec.7, F.	- Called to perform unforeseen service even though aggregate notice was not given.	- 2 hours pro rata.	NO	97 – To monitor
Art. 57, Sec.8.	- Required to classify cars in train while enroute.	- Minimum 1 day at yard rate.	NO	97 – To monitor
Art. 58, A.	- Deadheaded/operated from away from home terminal to away from home terminal.	- Penalty Basic Day.	NO	97 – To monitor
Art. 58, A.	- Departing the terminal twice.	- Penalty Basic Day.	NO	97 – To monitor
Art. 61, Q&A 1.	- Management fails to place engineer in EQ Status or provide Engineer Pilot.	- All earnings lost.	NO	CE
Art. 64. A.	- Required to make lap-backs or side trips. (Post Nov. 1, 1985)	- Actual miles included in miles run and paid for on a continuous time or mileage basis.	NO	43
Art. 64, B.	- Required to make lap-backs or side trips. (Pre Nov. 1, 1985)	- Actual time or mileage, whichever is greater, under a separate Con Code.	NO	43
Art. 66, Sec.2.	- Held off of assignment for special services/duty.	- Lost earnings, but not less than \$280.69 for each day used.	NO	97 – To monitor
Art. 67, A.	- While in Helper Service, after completing 100 miles or 8 hours, required to continue to perform service.	- New day's pay.	NO	NEW TICKET

Art. 67, H.	- Yard engineers used in helper/pusher service in case of emergency.	- Miles or hours, whichever is greater, with 1 hour minimum.	NO	01
Art. 68, 1.	- Called for Short Turnaround and distance exceeds 130 miles.	- Paid actual miles.	NO	TIME TICKET
Art. 68, 2.	- Called for Short Turnaround and second trip distance exceeds 35 miles in straight away service.	- Second time ticket must be provided.	NO	NEW TIME TICKET
Art. 68, 3.	- Called for Short Turnaround and required to perform service after making 130 miles or 8 hours on duty.	- A new time ticket must be provided.	NO	NEW TIME TICKET
Art. 68, Q&A 1	- Called for Turnaround Service and changed to Straight Away Service or vice versa.	- 1 additional day's pay.	NO	97 – To monitor
Art. 75, D.	- Notified of annulment then annulment cancelled and not notified.	- Earnings paid engineer working his assignment.	NO	CE
Art. 75, E.	- Assignment annulled and engineer not notified and reported for duty.	- 3 hours called not used, plus miles and hours regularly paid.	NO	24 OR CU;CE
Art. 75, E, 2.	- Assignment annulled and extra assignment used to perform service ordinarily performed by the annulled assignment.	- Difference between any pay received for the annulment and pay extra engineer receives.	NO	CE
Art. 75, F.	- Assignment annulled between Job Adjustment Days (JAD).	- Basic day, miles or trip rate whichever is greater for each day or trip pf their assignment while annulled.	NO	CE
Art. 77	- Not called or not used through no fault of you own to perform service on your regular assignment.	- Not less than earnings of his regular assignment.	NO	CE
Art. 81, E, 1.	- Job abolished between 0001 Monday and 2359 Sunday.	- Compensated lost earnings.	NO	CE
Art. 81, E, 2.	- CSXT abolishes job at anytime. (Special Circumstances)	- Left unassigned and paid basic day until next JAD or placed on extra board.	NO	CE
Art. 84, Sec.2, E.	- Crew on interdivisional run is not permitted to stop to eat.	- \$1.50 meal allowance per trip.	NO	ID
Art. 85, B.	- Subject to attend instruction classes, rules classes, reexaminations on rules and regulations, or initial examination for promotion. (Time Lost)	- Paid all time lost.	NO	APPROPRIATE CODE-64,6F, ETC.

Art. 85, B.	- Subject to attend instruction classes, rules classes, reexaminations on rules and regulations, or initial examination for promotion. (No Time Lost)	- Actual time spent in attendance with a 4 hour minimum.	NO	APPROPRIATE CODE-64,6F, ETC.
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