

MEMORANDUM

July 25, 2011

To: All CSXT Local Chairmen
From: Joe Bennett, Vice General Chairman
RE: **CLAIMS HANDLING PROCESS**

Brothers and Sisters

Recently we have been in talks with the carrier concerning CSRA Side Letter 4. The first paragraph of CSRA Side Letter 4 reads:

The following confirms our discussions that culminated in the Consolidated Southern Region Agreement No. 4-037-09 concerning and our mutual objective to simplify the current UTU Southern Region payroll by specifically addressing Payroll Simplification based on a review of all inclusive trip rate, frozen rated trip rate elements, consolidation of compensation for arbitraries and specified payroll con codes, extra boards and possible standardization of extra board guarantees and such other items as the parties may identify

This simply states the Carriers desire to consolidate certain con codes into a specific payment for each daily job start for all employees. Of course, they are trying to do this as cheap as possible. The Carrier is attempting to justify their offer, buy using figures from the last couple of years on how much they have paid out on the claims they are wanting to consolidate. CSXT has produced several troubling figures based on the penalty claims filed in the first quarter of 2011. CSXT stated, that out of 4100 employees on the CSRA property, only 1774 have filed at least one (1) penalty claim. That's merely 43% of the total amount of employees. For those Brothers and Sisters, these claims represent 1.8% of their total first quarter earnings. 36% of the penalty claims were made by employees with 30+ years of service, and 50% of the 1774 (887) claims filed are by 155 TOTAL employees, or a meager 4%.

The numbers above are staggering, and we have to do a better job of filing penalty claims; especially, when you consider the severe man-power shortages at most locations. This is the time when you usually see most contract violations. We should be nailing the Carrier on these violations. Filing penalty claims is the first line of defense we have to protect our agreement. This is a process that requires everyone's efforts. By pursuing penalty claims, we send a strong message to the Carrier, that we are not going to sit

quietly and allow them to disregard our agreement. Brothers and Sisters, if we don't hold them accountable.....they win.

Part I: Filing the Initial Claim

In order to file a successful claim, you must follow the procedure for filing claims in the CSRA, Article 6, Section 1, A. That reads as follows:

ARTICLE 6 CLAIM HANDLING/GRIEVANCE PROCESS/DRC

Section 1 Time Claims for Compensation

A. Initial Submission Claim

All claims for compensation must be filed within Sixty (60) days of the incident via the electronic process identified by the Company. The individual Trainman or his Union Representative may file the claim. In the event the General Chairman files a claim on behalf of the employee(s) it must be addressed to the Highest Designated Officer via US Mail. If applicable, the following information/details pertinent to the claim for compensation must be provided in order for the claim to be considered.

- 1. Name and I.D. number*
- 2. Date and time of occurrence*
- 3. Train symbol, pool code or job number*
- 4. On and off duty time, if applicable*
- 5. Supply Point*
- 6. Location of occurrence (mile post)*
- 7. If Claim involves instruction, Name and Title of person giving instructions and description of the instructions.*
- 8. Article or Articles involved, if known*
- 9. Claim being made and supporting reasons*

Example 1 : Employee J. Doe, id# 123456 claiming code CU was called on 06/01/2011 @ 1430 hours to protect Q54501 on duty @ 1630 hours @ supply point an 587. Claimant Doe reported for duty and was informed by Trainmaster White that call was busted. According to CSRA, Art 33, Sec 1, par A. Doe is entitled to 4 hours pay.

Example 2 : Employee R. Flair id# 456789 assigned to y290 is claiming code CA . On 05/25/2011 J. Long id# 246813 was called for the first half of y39025 on duty @ 2300 hours and he tied up 0300 @ mp a 640. Flair is senior man & per CSRA Art 57, Sec 6, Par I, item 5, he should have been asked to holdover on this job. He wasn't; therefore, he is due lost earnings of this job per CSRA-ART 55, Par B.

Brothers and Sisters, I cannot emphasize enough, the importance of following the guidelines set forth in the CSRA, Article 6, Sec 1, Par A. The last sentence in the first paragraph clearly states;

If applicable, the following information/details pertinent to the claim for compensation must be provided in order for the claim to be considered.

Simply stated, the burden of proof is on the individual filing the claim. Don't make it easy for the Carrier to decline your claim, by not including all the required information.

Part II: Time Limits

The first sentence of CSRA, Article 6, Section 1, Paragraph A states:

All claims for compensation must be filed within Sixty (60) days of the incident via the electronic process identified by the Company.

This means the claimant has sixty (60) days to file the claim from date of the occurrence. If the claimant fails to do so, the claim will be denied.

The carrier has some requirements they must meet, when reviewing the claims. Article 6, Section 1, Paragraph B states:

B. Time Limits for Responding to the Initial Claim

1. Claims must be responded to by CSXT within the time frame shown below with the reason for declination. The individual will be notified of the payment or rejection of the claim by the earnings statement as follows:

• For employees on bi-weekly payroll:

Final disposition of claims will be shown on the earnings statement furnished Trainmen by the fourth payroll period following the pay period in which the claim was received.

2. Such claims not declined within these time frames will become payable by default without establishing a precedent.

Note: The reason for the declination of a claim must state more than "NOT VALID" or "NOT IN AGREEMENT" if there is an applicable Article within the agreement and, should state in specific language as to the rule or rules being used to refute the Trainman's claim. Sufficient detail should be included to be able to understand the facts/positions of the declination.

Basically, the carrier has 4 pay-periods to research the claim; then, they must either pay the claim or deny it. The note under item 2, is worth reading again. Before the CSRA was implemented, claimants may remember seeing "INVALID CLAIM" or

“NOT IN AGREEMENT”. This is no longer acceptable. Declined claims must give specific language as to the rule or rules being used to refuse the claim. Declined claims should be submitted to your Local Chairman as soon as they are declined.

Part III: Claim Denied—Method to Progress at the Local Level

CSRA, Article 6, Section C explains the Local Chairman’s process for filing claims once the claims have been declined.

C. Appeal to the Company Local Chairman

1. All appealed claims must be submitted electronically via the LCAT System, or other electronic means determined by the Company, to the appropriate CSXT officer within ninety (90) days of declination as shown on the individual’s earnings statement. Once a Local Chairman submits an appeal to a claim, if requested a conference may be arranged between the Local Chairman and the CSXT officer. The conference must be held within 90 days of the request. The conference may be held telephonically or in person. CSXT will arrange to meet with the Local Chairman on an agreed to date and time and at a location agreeable to both parties. The Local Chairman must furnish a list of claims to be discussed at the time a conference is requested. Claims not appealed within this time frame will be in default without establishing a precedent.

Note 1: Claims of a continuing nature shall be considered properly appealed when listed and identified with the initial claim by the Local Chairman to the CSXT Officer.

Note 2: The Company will provide training and or training tools, electronic or in person as the need requires.

2. Local Chairman may submit a written request for conference. If conference is requested, it will be held within ninety (90) days of the written request. Failure by CSXT to schedule the conference will result in a payable claim without precedent. Failure by the Local Chairman to participate in the scheduled conference after it has been requested will result in a withdrawal of the claims without precedent, unless other arrangements are made. When the conference is held within the 90 day period, the CSXT officer will have an additional ninety (90) days from the date the conference is held to respond to the appealed claim(s); otherwise the claim(s) will become payable without establishing a precedent.

3. Appealed Claims where conference is not requested must be responded to by the appropriate CSXT Officer within 90 days of the appeal. Claims not declined within this time frame will become payable by default without establishing a precedent.

Part IV: General Chairman

CSRA, Article 6, Section D, relates to the role of the General Chairman in the claims handling process.

D. Once the claim has been declined by the CSXT Officer, the General Chairman of jurisdiction may request conference at his discretion. Conferences with the HDO will be conducted within thirty (30) days of such request and CSXT will provide a response either written or in LCAT within thirty (30) days of such conference. In any case, the General Chairman of jurisdiction must progress and docket such claim before a tribunal having jurisdiction pursuant to law or agreement within six (6) months of the conference response.

E. Time limits at any level in this rule may be extended by the General Chairman and the Highest Designated Officer by mutual consent.

F. The postmark or date stamp in LCAT will serve as the governing date for compliance of all written correspondence exchanged pursuant to this Article.

G. Should an issue remain outstanding after the conference between the General Chairman and the Highest Designated Officer either party may submit the matter to the DRC or docket the matter to a final and binding Arbitration Board as agreed to by the parties.

Article 6, Section D, gives us one final attempt to collect a claim thru the General Chairman's office, but if it is not resolved, we can still progress the claim to arbitration.

The most important thing to remember is; if you don't file the claim, you will never be paid for it. We need to be patient and diligent when filing claims. I truly believe the carrier attempts aggravate us to the point that we will quit pursuing payment. I understand the frustration that our members feel, when a claim is researched for several pay-periods, then declined. Some claims take over a year to get resolved, but we must stay focused on the fight. If we give up, the carrier wins. Attached you will find a matrix that outlines articles and con codes of claims that we encounter daily. This was prepared to help take some of the leg work out of searching for what article or con code our Brothers and Sisters should be using while filing claims.

INFORMATION NEEDED TO FILE A TIME CLAIM:

1. NAME AND ID #
2. DATE & TIME OF OCCURRENCE
3. TRAIN SYMBOL, POOL CODE OR JOB #
4. ON & OFF DUTY TIME, IF APPLICABLE
5. SUPPLY POINT
6. LOCATION OF OCCURRENCE (MILE POST)
7. IF CLAIM INVOLVES INSTRUCTION, NAME & TITLE
OF PERSON GIVING INSTRUCTIONS & DESCRIPTION
OF THE INSTRUCTION
8. ARTICLE OR ARTICLES INVOLVED IF KNOWN
9. CLAIM BEING MADE AND SUPPORTING REASONS

CLAIMS PAYABLE UNDER 2010 CSRA

ARTICLE	DESCRIPTION	CLAIM	CURRENT CON CODE AVAIL
Art. 1	Job annulled.	Trip rate, or miles of assignments or basic day, whichever is greater	08
Art. 1.B.	Holiday pay when job annulled.	Employee may also claim holiday gift when job annulled. 8 hours or 100 miles.	46
Art. 2.A	Summoned for jury duty	1 basic day less amount allowed by court	73
Art. 2.B.1	Attending court in the interest of CSXT (no time lost)	Minimum day and reasonable expenses incurred	13
Art. 2.B.1	Attending court in the interest of CSXT (time lost)	Actual time lost and reasonable expenses incurred	13
Art. 2.B	Statement to CSXT attorneys or representative at work	Time consumed with minimum 1 hour	13
Art. 2.B.3	Statement to CSXT attorneys or representative at home	Minimum of 1 basic day	13
Art. 3	Bereavement	3 basic days	27
Art. 7	Crew Consist - non train service employees (yardmaster, locomotive engineer, car inspector, company officer performs craft work of train service employee	5 day's pay at yard foreman rate	Claim submitted by General Chairman. Contact local chairman for details.
Art. 7	Crew consist - conductor/trainman watches bottom of track for another crew	1 day's pay	CA
Art. 7	Crew consist - conductor/trainman operates switch for another crew, but does not use switch for his movement.	1 day's pay	CA
Art. 7	Crew consist – required to begin work without operable radio.	1 day's pay	CA

Art. 7	Crew consist – conductor/trainman regularly assigned, one crew member not there.	Cannot do any work other than gather paperwork (not censured in any manner for so refusing)	
Art. 7	Required to handle EOT for another train	8 hour basic day	CA
Art. 8.F.	Called to DH and crew departs.	Trip rate or basic day	
Art. 8.2	Called to DH to outlying assignment, roundtrip mileage for DH exceeds 100 miles.	1 hour's pay in addition to all other earnings	18.
Art. 9, B, 4	CMC refuses DDO	1 basic day	CA
Art. 9.B.6	May substitute DDO for miss call	Contact CMC	
Art. 10, Sec. 2.G	Postponement of hearing after LC had marked off to represent an engineer	Made whole for all lost earnings	31
Art. 10, Sec. 5	Witness directed by CSXT to attend hearing (time lost)	Compensated for all lost time	31
Art. 10, Sec. 5	Witness directed by CSXT to attend hearing (no time lost)	Actual time attending hearing with minimum 4 hours	31
Art. 10, Sec. 6	Employee involved in hearing <u>NOT</u> assessed discipline (time lost)	Compensated for all time lost	31
Art. 10, Sec. 6.D	Employee involved in hearing <u>NOT</u> assessed discipline (no time lost)	Actual time attending hearing with minimum 4 hours	31
Art. 11	Job abolished between 0001 Monday, and 2359 Sunday	Compensated lost earnings	08
Art. 11	CSXT abolishes job at anytime (Special circumstances)	Left unassigned and paid basic day until next JAD or placed on extra board	08
Art. 11.H	Assignment annulled between Job Adjustment Days (JAD)	Basic day, miles or trip rate whichever is greater for each day or trip of their assignment while annulled.	08
Art. 11, Sec. 3	(Former SCL only) – employee furlough account engineer flow-back – furlough employee can work another location.	Due training pay for minimum 14 days, longer if CSX requires	Code 35 Requires approval from CM – contact UTU LC.

Art. 13, Sec. 1.C	Time & ½ for working on holiday.	4 hours	45
Art. 13, Sec.1.D	Holiday gift	8 hours or 100 miles	46
Art. 13, Sec. 2.B	Holiday gift for extra trainman be available the day before, day of, day after holiday	8 hours or 100 miles	46
Art. 15, C	Waiting 30 minutes or more for cab and/or lodging.	Continuous time Continuous time	TX
Art. 15, Sec. 1.F.	Trainman forced to outlying assignment	Due company provided lodging for 30 days	N/A
Art. 15, Sec. 2.D.	Required to operate/ride locomotive not in compliance	Basic day – 130 miles through freight – 100 miles all other	AS
Art. 15, Sec. 3.F.	Ride side of car over 1 mile if “move” would have utilized a caboose	2 hours (frozen)	CL
Art. 15, Sec. 3.H.	Handle “EOT” where personnel are on duty	2 hours pro rata	ED
Art. 15, Sec. H	Required to take lead locomotive in substantial non-compliance – no toilet	2 hours pro rata rate	T-4
Art. 19	Permanent temp/transfer	See Bulletin advertising such.	
Art. 19, A. – Note 2	Used in the qualifying of transferred conductors	Instruct all LC to pull rates	98
Art. 20	Personal leave	8 hours	28
Art. 21, B, 1	Directed to undergo a physical examination (time lost)	All lost earnings	92
Art 21, B, 1	Directed to undergo a physical examination (no time lost)	3 hours at pro rata	92
Art. 22.A	Not qualified on home territory account not worked job in over year	Trip rate of job – time earned by incumbent on job	17
Art. 22.G	Conductor acts as instructor	Instructor’s pay	98
Art. 23, Sec. 1.A.	Failure to provide RCO training	8 hours	CA
Art. 23, Sec. 1.H.	Operate RCO locomotive	46 minutes	RP
Art. 24	Subject to attend instruction classes, rules classes, re-examinations on rules and regulations, or initial examination for promotion (time lost)	Paid all time lost	APPROPRIATE CODE – 64, 6F, ETC.

Art. 24	Subject to attend instruction classes, rules classes, re-examinations on rules and regulations, or initial examination for promotion (no time lost)	Actual time spent in attendance with a 4 hour minimum	APPROPRIATE CODE – 64, 6F, ETC.
Art. 28, E.2.	Required to work 2 or more hours without must-fill brakeman when employee goes home sick	Basic day's pay	CA
Art. 28.E.2.	Required to work in absence of must-fill brakeman account board exhausted.	Basic day's pay.	CA
Art. 28.F.	Late meal period	20 minute pro rata	?
Art. 28.F.	Denied meal period during shift	8 hours.	
Art. 28.G.	Employee elects to use personal auto as utility employee	Standard IRS rate	90
Art. 29, Sec. 2.A.2	Daily vacation.	1/7 th of his weekly rate	
Art. 31	Called for straight away service, then required to perform relief service or handle other trains en route.	Additional day's pay	CA
Art. 31	Road crew used to relieve a road train within terminal limits where yard crews are assigned and available	Penalty day at yard rate under Con Code "BG"	CA
Art. 31	Road service conductor required to perform service outside their advertised limits	Penalty basic day	75
Art. 31	Completion of day and placed in other service	A new day	CA
Art. 31, Sec.3.E.1	Lapback account Act of God.	Due additional miles	25
Art. 31, Sec.3.E.1	Lapback for non-emergency and told after leaving initial terminal	Basic day's pay	CA
Art. 31, Sec.3.E.2	Lapback – told to do before leaving terminal.	Due additional miles	25
Art. 33, Sec. 1.B	Called and not used before departing home or lodging facility	90 minutes pay. Retains place on board.	24
Art. 33, Sec. 1.B	Called and not used, reports, but does not perform service	4 hours pay. Retains place on board.	24 or CU

Art. 34	Calling window on assignment/due minute for minute after 6 hours past scheduled on duty time.	Due minute for minute until on duty for job or deadhead in addition to all other earnings.	CW
Art. 35	Detour route mileage in excess of assigned mileage	Paid mileage via detour with overtime based on such mileage	Claim on ticket 25
Art. 36	Assist another train in same direction	Actual miles, minimum 2 hours	16
Art. 36.D	Assist another train in opposite direction	Additional day's pay	16
Art. 37.D.	Trainman used off their board to protect service under the jurisdiction of another extra board will not have those earnings charged against their guarantee.	Earnings paid above and beyond guarantee.	Contact Guarantee Dept.
Art. 37, Sec.1.K.2	Extra employee called to protect outlying assignment does not use lodging	May claim daily personal auto expense	90
Art. 37, Sec. K.1.	Employee protecting outlying job not returned to home terminal on off day or end of JAD.	Paid continuous time until relieved.	25
Art. 37, Sec.1.L.	New extra board established.	Employee may claim personal auto expense for 1 year who was on previous extra board	90
Art. 38.H	Yard foreman used in helper/pusher service in case of emergency	Miles or hours, whichever is greater, with 1 hour minimum	01
Art. 39	Any violation of interchange rules.	Basic day's pay.	CA
Art. 42, A.	Through freight required to pick-up and/or set-off at 3 or more locations between initial and final terminal due local freight payment.	Claim 30 additional miles (will make overtime to begin later)	25
Art. 44	Not allowed to eat during tour of duty must notify of beginning of trip. Does not apply to ID service.	Basic day.	CA
Art. 44, Sec. 2.A.2	Employee not called for job (extra board or regular assignment)	Due lost earnings	CA

Art. 45	Road switch/min rune required to work outside of advertised limits	Penalty basic day	CU
Art. 45	Operate outside of limits of <u>extra</u> or regular assigned road switcher	Basic day (100 miles)	75
Art. 45, A. Note 2	Extra road switcher called to work 3 consecutive days or 5 out of 7 days beginning on Tuesday within an 8 hour window and no regular job established next JAD.	100 miles for senior employee on extra board.	Contact LC
Art. 45.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	08
Art. 46, Sec. 1.A.	Extra board not called in the correct order.	4 hours pay.	CA
Art. 46, Sec. 2.A.	Pool turn not called for the run.	One way trip for each failure.	OA
Art. 46&55	Not called or not used through no fault of your own to perform service on your regular assignment	Not less than earnings of his regular assignment	CA
Art. 47.A	Called for short trips turnaround and required to perform service when miles of DH trips exceed 130 miles or the crew is on overtime when they leave the terminal.	A new time ticket must be provided	NEW TIME TICKET CA
Art. 48	Road freight conductor required to perform switching not allowed under National Agreement articles	Additional day at yard rate of pay	YW
Art. 48	Required to handle locomotives other than those in connection with the day's work or trip	An additional day	CA
Art. 48, B&C	Required to classify train at, in between or at final terminal.	Day's pay.	YCA
Art. 49, Sec. 1 Note	Run through terminal – run in and out of terminal is the same as run through terminal	Basic day's pay for crew and 1 st out extra crew.	CA

Art. 50, Sec. 1.E	Employee on work train on continuous time until relieved at point where accommodations are offered.	Claim continuous time.	
Art. 52, Sec. 1.B.3	Extra yard foreman required to work a second shift during a 24 hour period	Time and one-half for that shift	47
Art. 52.B.4	Regularly assigned yard foreman required to work an assignment other than his own during a 24 hour period	Time and one-half for that shift	47
Art. 52, B.5.	Regular assigned yardman – required to work shift that starts prior to his shift in a 24 hour period.	Due time & ½ for entire day	47.
Art. 52.C	Extra yard foreman used in yard work train service on second tour of duty within 22-1/2 hours	Time and one half for tour of duty	47
Art. 53	Call and relieved after reporting for duty, but performs no work.	4 hours	24
Art. 54, Sec. A	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. Must have seniority date prior to 10/31/85.	41
Art. 55	Mishandled.	8 hours pay	CA
Art. 55, Sec. 1	Regular assigned yardman not used in turn	Time lost.	CA
Art. 55, Sec. 2	Extra board yardman not used in turn	4 hours.	
Art. 56	Yard conductor used in work train service in revenue service	Pro rata on a minute basis with a 1 hour minimum	38
Art. 56. D.	Extra yardman doubled from revenue to work train or reverse in 22.5 hour period.	Due time & ½ for the tour of duty	47
Art. 56 – Q&A	Road/yard work train used to perform revenue service	1 penalty day's pay	38

Art. 57	Not allowed lunch during tour of duty	8 hours.	CA
Sec. 57	Employee forced to extra board due guarantee from that point forward	See Guarantee	
Art. 57, Sec. 1.B.	Yard foreman held on duty and required to work more than 30 minutes beyond 8 hour tour of duty, relieved by a crew on a like assignment on next shift using same engines	1 basic day	CA
Art. 57, Sec. 1.C.	CSXT does not award any assignment on the board and continuously works a yard extra on 3 consecutive days or 5 out of 7 days beginning on Tuesday within an 8 hour period	Senior yardman having claimed such assignment, 1 penalty day	CA
Art. 57, Sec. 3.C	Yardman works more than 5 days in a week beginning on Saturday	Due time & ½ for all duty on 6 th or 7 th day.	47
Art. 57, Sec. 5	Yard crew used to advance a road train from inside the terminal to a location outside of yard limits	1 penalty day	CA
Art. 57, Sec. 6.H.	Extra yard job called outside of start then due pay from start of las starting time i.e. 0759, 1559, 2359	Claim additional overtime, if any.	
Art. 57, Sec. 7.D	Yard foreman not granted lunch period Yard foreman not granted 2 nd lunch period	20 minutes at pro rata 20 minutes at overtime rate	40
Art. 57, Sec. 7.F.	Yardman not allowed to take lunch at sanitary place	20 minute arbitrary	40
NEW HIRES	Due \$3,000 - \$2,000 during 1 st and 2 nd year for no formal discipline	Contact UTU Local Chairman	
SIDE LETTER 6	May substitute DDO, personal leave or daily vacation for immediate mark off after the first 48 hours	Contact UTU Local Chairman	

CSXT T&E CONSTRUCTIVE CODES

CON CD	DOE CD	DESCRIPTION	FZ	ENG	TRN	RD SCRNR	YD SCRNR	MISC SCRNR	QUAL	CON CODE TYPE FLAG
AA	6D	Administrative Leave		YES	YES	NO	NO	NO	\$	PAYROLL
AH	8N	Air Hose Pay - B&O	✓	NO	YES	NO	NO	YES	\$	LR
AL	8N	Addition List		YES	YES	NO	NO	YES	\$	LOCAL
AN	8G	LN/CO Frt Holiday Annulment		YES	YES	NO	NO	YES	\$ H M	LR
AS	8N	Assign Advertisement Issue		YES	YES	NO	NO	YES	\$ H M	LR
AT	8N	Acts System Training		YES	YES	NO	NO	YES	\$ H M	LOCAL
BC	8G	Baltimore/Cumberland ID Svc		YES	YES	NO	NO	YES	\$	LR
BE	A0	Backpay Expenses		YES	YES	NO	NO	NO	\$	PAYROLL
BF	A0	Bus Fare		YES	YES	NO	NO	YES	M	LR
BG	8N	Recrew Penalty		YES	NO	NO	NO	YES	H M	LR
BN	8G	Birmingham/Nashville ID Svc		YES	YES	NO	NO	YES	\$	LR
BP	8Q	Back Pay Current Year		YES	YES	NO	NO	NO	\$	PAYROLL
BQ	8Q	Back Pay TPA Guarantee		YES	YES	NO	NO	NO	\$	PAYROLL
BY	8Q	Back Pay Prior Years		YES	YES	NO	NO	NO	\$	PAYROLL
CA	8N	Crew Improperly Used		YES	YES	NO	NO	YES	\$ H M	LR
CC	8N	Riding Side of Car 1 Mile		NO	YES	NO	NO	YES	H	LR
CE	8N	Coordination/Work Equity		YES	YES	NO	NO	YES	\$ H M	LR
CI	8N	Critical Incident		YES	YES	NO	NO	NO	\$ H M	PAYROLL
CJ	8G	Charleston/Jax thru Sav ID Svc		YES	YES	NO	NO	YES	\$	LR
CL	8N	Riding Side Car 1 Mile L&N	✓	NO	YES	NO	NO	YES	H	LR
CN	8G	Cumberland/New Castle		YES	YES	NO	NO	YES	\$	LR
CR	8G	Clifton Forge/Richmond		YES	YES	NO	NO	YES	\$	LR
CS	8G	Cheviot-Stevens		YES	YES	NO	NO	YES	\$	LR
CT	8N	Conductor Training		NO	YES	NO	NO	YES	H	CMC
CV	8A	Carryover Vacation		YES	YES	NO	NO	NO	\$	PAYROLL
CW	8N	Calling Window		NO	YES	NO	NO	YES	H	LR
C8	8C	Personal Leave Previous Year		YES	YES	NO	NO	YES	H	PAYROLL
C9	8N	Wk w/o Must Fill Brakeman		NO	YES	NO	NO	YES	H	LR
DA	8N	Driving Company Car		NO	YES	NO	NO	YES	H	LOCAL
DC	8N	Conrail Conductor Training		NO	YES	NO	NO	YES	H	CMC
DD	73	Demand Day Off		YES	YES	NO	NO	YES	H	CMC
DH	8N	Direct Hire CO Trainee - Field		NO	YES	NO	NO	YES	H	CMC
DP	ST	Duplicate Pay Distribution Adj		YES	YES	NO	NO	NO	\$	PAYROLL
DR	8N	Direct Hire CO Trainee -REDI		NO	YES	NO	NO	YES	H	CMC
D1	6A	Canadian Short Term Disability		YES	YES	NO	NO	NO	\$	PAYROLL
D2	6B	Canadian Long Term Disability		YES	YES	NO	NO	NO	\$	PAYROLL
D3	94	Off Track Vehicle Accident		YES	YES	NO	NO	NO	\$	LR
D7	8N	Learning the Road - Deadheading		YES	YES	NO	NO	YES	\$ H M	LOCAL
EA	8I	BLET Stock Award		YES	NO	NO	NO	NO	\$	PAYROLL
EC	8N	Engineer Certification		YES	NO	NO	NO	NO	\$	PAYROLL
ED	8N	EOT Device SCL/LN UTU		NO	YES	NO	NO	YES	H	LR
EI	68	Engineer Incentive Bonus		YES	NO	NO	NO	NO	\$	PAYROLL
EO	A0	Expense Recovery Offset		YES	YES	NO	NO	NO	\$	PAYROLL
ER	8N	Engineer Simulator Training		YES	NO	NO	NO	YES	\$ H	LOCAL
ES	96	Engineer Signing Bonus		YES	NO	NO	NO	NO	\$	PAYROLL
ET	8N	No End of Train Device	✓	YES	YES	YES	YES	YES	H	PAYROLL
EV	8G	Evansville/St Louis Sub Lease		YES	YES	NO	NO	YES	\$	LR
E6	8A	Eng/Trn 6th week vacation		YES	YES	NO	NO	NO	\$	PAYROLL
E9	8H	Engineer Short Crew Differential		YES	NO	NO	NO	NO	\$	PAYROLL
FA	8A	FMLA Family Military Vacation		YES	YES	NO	NO	NO	\$	PAYROLL
FB	8C	FMLA Fam Military Pers Lv		YES	YES	NO	NO	NO	H	PAYROLL
FC	8X	Full Time Safety Coordinator		YES	YES	NO	NO	YES	\$	LOCAL
FE	8N	Cutback Engineers in Training		YES	NO	NO	NO	YES	H	CMC
FL	8C	FMLA - Personal Leave		YES	YES	NO	NO	NO	H	PAYROLL
FN	8A	FMLA Family Exigency Vac		YES	YES	NO	NO	NO	\$	PAYROLL
FO	8C	FMLA Family Exigency Pers Lv		YES	YES	NO	NO	NO	H	PAYROLL

CSXT T&E CONSTRUCTIVE CODES

CON CD	DOE CD	DESCRIPTION	FZ	ENG	TRN	RD SCRNN	YD SCRNN	MISC SCRNN	QUAL	CON CODE TYPE FLAG
FP	8G	Freight Pool G'teed Annulment		YES	YES	NO	NO	YES	\$	PAYROLL
FS	8N	Utility Working with One Crew		NO	YES	NO	NO	YES	H	LR
FT	8N	Cutback Conductors in Training		NO	YES	NO	NO	YES	\$	CMC
FU	6C	Conrail SUB Pay		YES	YES	NO	NO	YES	\$	LR
FV	8A	FMLA Vacation Pay		YES	YES	NO	NO	NO	\$	PAYROLL
FY	8N	\$14 In Lieu of SCL FtBd YM Rate		NO	YES	NO	NO	NO	\$	PAYROLL
F2	8N	Recalled Fur Engineers-REDI		YES	NO	NO	NO	YES	H	LOCAL
F3	8N	Recalled Fur Conductors-REDI		NO	YES	NO	NO	YES	H	LOCAL
GP	8N	Conductor Mentoring		YES	YES	NO	NO	YES	\$	LOCAL
GS	8B	Gainesville-Midland Sick Time		YES	YES	NO	NO	YES	H	PAYROLL
G9	8N	Tied Up Between Terminals		YES	YES	NO	NO	YES	H	LR
HC	8N	No Caboose - Hazard Only		NO	YES	NO	NO	YES	\$	LR
Hi	8N	Hutchinson Island		YES	YES	NO	NO	YES	H	LOCAL
HK	A0	Hurricane Meal Expense		YES	YES	NO	NO	YES	\$	LR
HM	8N	Herder Moving Train - B'ham		NO	YES	NO	NO	YES	H	LOCAL
HP	8H	HP Productivity Pay		YES	YES	NO	NO	YES	\$	LOCAL
HS	8N	Hours of Service RSIA		YES	YES	NO	NO	YES	\$ H M	LR
HT	A0	Hurricane Travel Expense		YES	YES	NO	NO	YES	M	LR
H7	8N	Hurricane Qualifying		YES	YES	NO	NO	YES	\$	LR
H8	8N	Training Pay-Selkirk Yard		NO	YES	NO	NO	YES	H	LOCAL
IB	8V	LR Special Lump Sum Payments		YES	YES	NO	NO	NO	\$	LR
IC	8N	Incident Review Meeting Committee Members		YES	YES	NO	NO	YES	\$	LR
ID	A3	Interdivisional Running Meal		YES	YES	YES	NO	NO	\$	LOCAL
IR	8N	Incident Review Mtngs Employee		YES	YES	NO	NO	YES	\$	LOCAL
IT	68	Trainman Incentive Bonus		NO	YES	NO	NO	NO	\$	PAYROLL
I4	A3	ID Running Meal Birmingham		YES	NO	NO	NO	NO	\$	LR
JF	8G	Jax/Florence ID		YES	YES	NO	NO	YES	\$	LR
JL	8G	Jax/Lakeland via Wildwood		YES	YES	NO	NO	YES	\$	LR
JM	8G	Jacksonville/Manchester		YES	YES	NO	NO	YES	\$	LR
JT	8G	Jax/Tampa via Sanford		YES	YES	NO	NO	YES	\$	LR
JW	8G	Jax/Wildwood ID		YES	YES	NO	NO	YES	\$	LR
KS	8N	Kind of Service Issues		YES	YES	NO	NO	YES	\$ H M	LR
LB	HE	Longevity Bonus		YES	YES	NO	NO	NO	\$	PAYROLL
LC	8N	LC Attending Time-Out Session		YES	YES	NO	NO	YES	\$	LOCAL
LS	8V	Lump Sum		YES	YES	NO	NO	NO	\$	PAYROLL
LT	8N	Safety Leadership		YES	YES	NO	NO	YES	\$	LOCAL
L8	8N	Travel Time in Lieu Of		YES	YES	NO	NO	YES	H	LR
L9	8H	Short Crew Penalty		NO	YES	NO	NO	YES	\$ H M	LR
MA	8N	Montgomery EE Rest In Atlanta		NO	YES	NO	NO	YES	\$	PAYROLL
ME	8N	Mediator Overtime		YES	NO	YES	NO	YES	H	PAYROLL
MM	8N	Fixed Pay - Extra Mileage		YES	YES	YES	NO	NO	\$ H	PAYROLL
MN	8G	Montgomery/Manchester ID		YES	YES	NO	NO	YES	\$	LR
MP	8G	L&N Mainline Pool Guarantee		NO	YES	NO	NO	NO	\$	PAYROLL
MS	8N	Mountain Sub-Zone Penalty		YES	YES	NO	NO	YES	H	LR
MT	8N	Management Training Meeting		YES	YES	NO	NO	YES	\$	PAYROLL
NE	8N	No Electricity on Caboose		NO	YES	NO	NO	YES	H	PAYROLL
NL	8N	No Locker Claim		YES	YES	NO	NO	YES	H	LR
NP	8G	N Mountain/Piedmont Lease		YES	YES	NO	NO	YES	\$	LR
OF	8N	Officer Worked with Crew		NO	YES	NO	NO	YES	\$ H M	LR
OM	8N	Agreed Over Miles		YES	YES	YES	NO	YES	\$ H	PAYROLL
OW	8N	Non-Railroad Work - FBU		YES	YES	YES	NO	NO	\$ H	PAYROLL
PA	8G	Philadelphia/Cumberland ID Svc		YES	YES	NO	NO	YES	\$	LR
PB	8N	Philly Belt Line	✓	YES	YES	NO	NO	YES	\$ H	LR
PF	8S	Productivity Fund - DO NOT USE		NO	YES	NO	NO	NO		PAYROLL
PK	8G	Parkersburg Western Dist Agr		YES	YES	NO	NO	YES	\$	LR
PL	AX	Personal Leave Future		YES	NO	NO	NO	NO	H	PAYROLL

CSXT T&E CONSTRUCTIVE CODES

CON CD	DOE CD	DESCRIPTION	FZ	ENG	TRN	RD SCRNR	YD SCRNR	MISC SCRNR	QUAL	CON CODE TYPE FLAG
PT	8N	Distributive Power Training		YES	YES	NO	NO	YES	\$ H	LOCAL
PU	8N	Pusher Issues		YES	YES	NO	NO	YES	\$ H M	LR
PV	8N	Critical Incident Peer Volunteer		YES	YES	NO	NO	YES	\$	PAYROLL
PX	AX	Personal Leave/ in Lieu of		YES	YES	NO	NO	NO	H	PAYROLL
P9	8N	B&O Short Turn Around Svc	✓	NO	YES	YES	NO	YES	\$	PAYROLL
QC	8N	Demoted Eng Cert w/ RdFore		NO	YES	NO	NO	YES	\$	LOCAL
QD	8N	En Relinquish to QC or RdFore		YES	NO	NO	NO	YES	\$	LOCAL
Q9	8N	Held away learning road		YES	YES	NO	NO	YES	H	PAYROLL
RB	8N	Operation Redblock		YES	YES	NO	NO	YES	\$	LOCAL
RC	8G	Clifton Forge/Richmond		YES	YES	NO	NO	YES	\$	LR
RE	8N	Remote Engine Training Pay		NO	YES	NO	NO	YES	H	LOCAL
RM	8N	Rd Switcher/Mine Run Issue		YES	YES	NO	NO	YES	\$ H M	LR
RP	8N	Remote Control Special Allow.		NO	YES	NO	NO	YES	H	LR
RS	8N	Remote Control Switch Trainers		NO	YES	NO	NO	YES	H	LOCAL
RT	8N	DTRCO Instructor Pay		NO	YES	NO	NO	YES	\$	LOCAL
RW	8N	RETURN TO WORK ISSUE		YES	YES	NO	NO	YES	\$ H M	LR
R2	8G	RCO Reserve Pool		NO	YES	NO	NO	NO	\$	CMC
R3	8N	Beyond 12 mi, Barr Yard	✓	YES	NO	NO	YES	YES	\$	LOCAL
R8	8N	DTRCO Special Allowance		NO	YES	NO	NO	YES	\$	LOCAL
R9	8H	Retarder Op Short Crew Pay		NO	YES	NO	NO	YES	\$	LOCAL
SA	8M	Separation Allowance		YES	YES	NO	NO	NO	H	PAYROLL
SB	8N	B&O Setback Rule		YES	YES	YES	NO	YES	H	PAYROLL
SC	8N	Operation Red Block Sys Coord		YES	NO	NO	NO	YES	H	LOCAL
SE	8N	SENSE Program Training		YES	YES	NO	NO	YES	\$	LOCAL
SF	8N	UTU Safety Model Program		YES	YES	NO	NO	YES	\$	LOCAL
SI	8N	Seniority Issues		YES	YES	NO	NO	YES	\$ H M	LR
SQ	8S	Share Equivalent-Company Work		NO	YES	NO	NO	NO	\$	PAYROLL
SS	8N	Supplement and Suppliant Claim		NO	YES	NO	NO	NO	\$ H	PAYROLL
ST	96	Trainman Signing Bonus		NO	YES	NO	NO	NO	\$	PAYROLL
S5	8N	Switching 75% of Day		YES	YES	NO	NO	YES	H	LR
S9	8N	Upfront in Lieu of Shares - Conrail		NO	YES	NO	NO	NO	\$	PAYROLL
TA	8N	Trip Rate Adjustment Request		YES	YES	NO	NO	YES	\$	PAYROLL
TC	8N	Cincinnati Triangle Trip Rate		NO	YES	NO	NO	YES	\$	PAYROLL
TO	8N	Time Out Sessions Employee		YES	YES	NO	NO	YES	\$	LOCAL
TP	8G	TPA Bi-Weekly Crew Consist		NO	YES	NO	NO	YES	\$	LR
TR	8N	Retarder Training		NO	YES	NO	NO	YES	\$ H	LOCAL
TS	8N	Savannah Triangle Trip Rate		NO	YES	NO	NO	YES	\$	PAYROLL
TV	8N	Transfer Violaton		YES	YES	NO	NO	YES	H	LR
TX	8N	Waiting for Transportation		YES	YES	NO	NO	YES	H	LR
T4	8N	Engines Not Properly Equipped		YES	YES	NO	NO	YES	H	PAYROLL
VX	8A	Vacation Payouts		YES	YES	NO	NO	NO	\$	PAYROLL
WO	8N	RSA No Pay Activity		YES	YES	NO	NO	YES		SYSTEM
WR	8N	Willard CRO Crossing Gates		NO	YES	NO	NO	YES	H	LOCAL
WT	8N	Work Order Training		NO	YES	NO	NO	YES	\$ H	LOCAL
XO	8G	Guarantee Recovery Offset		YES	YES	NO	NO	NO	\$	PAYROLL
XT	8N	Additional New Hire Conductor Training		NO	YES	NO	NO	YES	H	CMC
YM	8J	Yardmaster Time		YES	YES	NO	NO	YES	H	PAYROLL
YW	8N	Yard Work in Road Service		YES	YES	NO	NO	YES	\$ H M	LR
Y5	8N	Switching at Yard Rate	✓	YES	YES	NO	NO	YES	H	LR
Z9	8N	Held Away Penalty		YES	YES	NO	NO	YES	H	PAYROLL
0B	8N	Working Two Jobs - All Yards		YES	YES	NO	NO	YES	\$ H M	LR
0D	8N	Trip Rate Deadhead		YES	YES	NO	NO	NO	\$ H M	PAYROLL
0E	ST	Trip Rate Straight Time		YES	YES	NO	NO	NO	\$ H M	PAYROLL
0F	ST	Flip Trip Rate - St		YES	YES	NO	NO	NO	\$ H M	PAYROLL
00	ST	Straight Time		YES	YES	NO	NO	NO		GENER
01	8N	Outside Yd Limits - Dog Law	✓	YES	YES	NO	NO	YES	H	LR

CSXT T&E CONSTRUCTIVE CODES

CON CD	DOE CD	DESCRIPTION	FZ	ENG	TRN	RD SCRNR	YD SCRNR	MISC SCRNR	QUAL	CON CODE TYPE FLAG
02	8N	Combination DH Service Miles		YES	YES	YES	NO	NO		GENER
03	8N	Prep Time @ Augusta Yard	✓	YES	YES	YES	YES	YES	H	PAYROLL
05	8N	Mail Pay	✓	NO	YES	NO	NO	YES	\$	LR
07	8G	Daily Guaranteed Extra Board		YES	YES	NO	NO	YES	\$	CMC
08	8G	Guaranteed Annulment		YES	YES	NO	NO	YES	\$ H M	LR
09	8N	Held Away from Home Terminal		YES	YES	YES	NO	YES	H	PAYROLL
10	8N	Waiting Time		YES	YES	YES	NO	YES	H	PAYROLL
12	8N	Separate Service Deadhead		YES	YES	NO	NO	NO		GENER
13	8N	Attending Court/Deposition		YES	YES	NO	NO	YES	\$ H M	LR
14	8N	Doubling Hagans Switchback	✓	YES	YES	NO	NO	YES	H	PAYROLL
15	8N	Switching	✓	YES	YES	NO	NO	YES	H	LR
16	8N	Assisting Other Train(s)		YES	YES	NO	NO	YES	\$ H M	LR
17	8N	Reviewing/Learning the Road		YES	YES	NO	NO	YES	H	LOCAL
18	8N	Travel Time		YES	YES	NO	NO	YES	\$ H M	LR
19	8H	Short Crew Differential		YES	YES	NO	NO	NO	\$	GENER
2C	8N	Final Terminal Delay - Chicago	✓	YES	YES	NO	NO	YES	H	LOCAL
2D	8N	DH Runaround in Terminal		YES	YES	NO	NO	YES	\$ H M	LOCAL
21	8N	Initial Terminal Delay	✓	YES	YES	YES	NO	NO	H	LOCAL
22	8N	Final Terminal Delay	✓	YES	YES	YES	NO	NO	H	PAYROLL
23	8N	Runaround in Terminal		YES	YES	NO	NO	YES	\$ H M	LR
24	8N	Called & Relieved		YES	YES	NO	NO	YES	\$ H M	LR
25	8N	Diff of Pay/Used off Assignment		YES	YES	NO	NO	YES	\$ H M	PAYROLL
27	8E	Bereavement Leave		YES	YES	NO	NO	YES	\$ H M	PAYROLL
28	8C	Personal Leave-Current Year		YES	YES	NO	NO	NO	H	GENER
31	8N	Attending Company Investigation		YES	YES	NO	NO	YES	\$ H M	LOCAL
32	8N	Engineer Instructing Trainee		YES	NO	NO	NO	YES	\$	LR
34	8N	No Caboose	✓	YES	YES	YES	YES	YES	H	PAYROLL
36	8N	Caboose Pooling	✓	NO	YES	YES	NO	YES	\$	PAYROLL
38	8N	Misc Work Train Service		YES	YES	NO	NO	YES	H	LR
40	8N	Missed Meal Period		YES	YES	NO	NO	YES	H	LR
41	8N	Outside Yard Limits		YES	YES	NO	NO	YES	H	LR
42	8N	Transfer Service	✓	NO	YES	NO	NO	YES	H	LR
43	8N	Lap Back		YES	YES	NO	NO	YES	H	LR
44	8N	Air Hose Pay	✓	NO	YES	YES	YES	NO	\$	LOCAL
45	8N	Holiday Penalty		YES	YES	NO	NO	YES	H	PAYROLL
46	8F	Holiday Gift		YES	YES	NO	NO	YES	H	PAYROLL
47	8N	Back on Short Rest		YES	YES	NO	YES	YES	H	PAYROLL
48	8N	Working Off Day Penalty		YES	YES	NO	NO	YES	H	PAYROLL
49	8U	Vacation Future Year/In Lieu of		YES	YES	NO	NO	NO	\$	PAYROLL
5X	8U	Current Year Vacation/In Lieu of		YES	YES	NO	NO	NO	\$	PAYROLL
50	8A	Vacation Current Year		YES	YES	NO	NO	NO	\$	GENER
53	8N	Private Auto Shelter		NO	YES	NO	NO	YES	H	LR
54	8G	Orange Book		YES	YES	NO	NO	YES	\$	LR
57	8G	Bi-Weekly Extra Board		YES	YES	NO	NO	NO	\$	CMC GUA
6A	8N	Military Two Wks Reserve Duty		YES	YES	NO	NO	NO	\$	PAYROLL
6C	8N	Safety Skills Seminar		YES	YES	NO	NO	YES	\$ H M	LOCAL
6D	8G	Daily MS2 Engineer Guarantee		YES	NO	NO	NO	YES	\$	PAYROLL
6E	8N	Apprentice Engrs/Training School		YES	NO	NO	NO	YES	H	LOCAL
6F	8N	Face-to-Face Rules Class		YES	YES	NO	NO	YES	H	LOCAL
6R	8N	Remote Control Recertification		NO	YES	NO	NO	NO	H	POD GEN
6T	8N	Additional New Hire Rules Trng.		YES	YES	NO	NO	YES	\$ H	LOCAL
6X	8N	Foreign Line Rules Exam		YES	YES	NO	NO	YES	H	LOCAL
6Y	8N	Annual Certification Ride		YES	YES	NO	NO	YES	\$ H	LOCAL
6Z	8N	Hostler Trainee		YES	YES	NO	NO	YES	\$ H M	LOCAL
60	8N	Apprentice Engineer Training		YES	NO	NO	NO	YES	H	LOCAL
61	8N	DSLE		YES	YES	NO	NO	YES	\$	LOCAL

CSXT T&E CONSTRUCTIVE CODES

CON CD	DOE CD	DESCRIPTION	FZ	ENG	TRN	RD SCRNR	YD SCRNR	MISC SCRNR	QUAL	CON CODE TYPE FLAG
62	8N	Psgr CO Handling Sleeper Cars		NO	YES	YES	NO	YES	\$	PAYROLL
63	8N	Safety Activities		YES	YES	NO	NO	YES	\$ H M	LOCAL
64	8N	FRA Required Rules Class/Exam		YES	YES	NO	NO	NO	H	POD GEN
65	8N	Engineer Re-Certification		YES	YES	NO	NO	NO	H	POD GEN
66	8N	Operation Life Saver		YES	YES	NO	NO	YES	\$	LOCAL
67	8N	Company Evaluation		YES	YES	NO	NO	YES	\$ H M	LOCAL
68	8N	Regional Labor Management Mtg		YES	YES	NO	NO	YES	\$ H M	LOCAL
7A	8J	1st Level of Appeals		YES	YES	NO	NO	NO	\$	LR
7C	8J	Conrail Claim Settlements		YES	YES	NO	NO	NO	\$	LR
7D	8J	Discipline Settlement		YES	YES	NO	NO	NO	\$	LR
7E	A0	Expense Settlement		YES	YES	NO	NO	NO	\$	LR
7S	P1	ACTS/LCAT Claim Settlement		YES	YES	NO	NO	NO	\$	LR
71	8J	Labor Relations Settlement		YES	YES	NO	NO	NO	\$	LR
72	8G	Reserve Pool		YES	YES	NO	NO	NO	\$	LR
73	8N	JURY DUTY		YES	YES	NO	NO	YES	\$ H M	PAYROLL
75	8N	Outside Assigned Territory		YES	YES	NO	NO	YES	H	LR
78	8J	Crew Utilization Settlement		YES	YES	NO	NO	NO	\$	LR
8C	A0	Misc Expense - CT		NO	YES	NO	NO	YES	\$	CMC
8E	A0	Misc Expense - Engineer Trainees		YES	NO	NO	NO	YES	\$	REDI Center
8L	A0	Lodging for Transfer Employees		YES	YES	NO	NO	NO	\$	CMC
8T	A0	Quality Travel Expenses		YES	YES	NO	NO	NO	\$	LR
8Z	A3	BLE Expense AFH > 48 Hours		YES	NO	YES	NO	YES	\$	PAYROLL
80	A0	Miscellaneous Expenses		YES	YES	NO	NO	YES	\$	LR
81	A3	ONE MEAL		YES	YES	YES	NO	NO	\$	PAYROLL
83	A3	One Meal & One Lodging		YES	YES	YES	NO	NO	\$	PAYROLL
84	A3	TWO MEALS		YES	YES	YES	NO	NO	\$	PAYROLL
86	A3	Two Meals & One Lodging		YES	YES	YES	NO	NO	\$	PAYROLL
87	A3	Two Meals & Two Lodgings		YES	YES	YES	NO	NO	\$	PAYROLL
88	A3	Three Meals - ID Service		YES	YES	YES	NO	NO	\$	PAYROLL
89	A3	Three Meals & Two Lodgings		YES	YES	YES	YES	NO	\$	PAYROLL
9C	A0	Travel Expense - CT		NO	YES	NO	NO	YES	\$	CMC
9E	A0	Misc Travel Exp - Eng Trainees		YES	NO	NO	NO	YES	\$	REDI Center
9M	A0	Safety Meals/Lodging		YES	YES	NO	NO	YES	\$	LOCAL
9S	A0	Safety Supplies/Room Rental		YES	YES	NO	NO	YES	\$	LOCAL
9T	A0	Safety Travel Expense		YES	YES	NO	NO	YES	\$	LOCAL
90	A0	Automobile Mileage Allowance		YES	YES	NO	NO	YES	M	LR
92	8N	PHYSICAL EXAM		YES	YES	NO	NO	YES	\$ H M	LR
96	8N	CANADIAN PENALTY	✓	YES	YES	YES	NO	YES	H	PAYROLL
97	8N	Miscellaneous/Penalty Claim		YES	YES	NO	NO	YES	\$ H M	LR
98	8N	Train Crew Training		NO	YES	NO	NO	YES	\$	LR
99	OT	OVERTIME		YES	YES	NO	NO	NO	H	PAYROLL