

## Not in Connection/Incidental Work

This claim can be used as a catch all, but the applicable rule (Article 8, Section 3 of the 1986 NA) also outlines a lot of what is now included as "connected to our assignment."

This is another claim where the Claimant's FRA reporting screen becomes very important, they must show that they performed other work outside of what they were called to do, and the times and locations that they performed that work. If you are citing that crews were on duty and available to perform this work, you should also include board snapshots showing that. Additionally, if you can show a bulletin or crew sheet with the job outline it would further prove the work was not connected.

An example appeal would read as:

"It is the position of the Organization that this claim is supported by the schedule rules and should be paid accordingly. While working an assignment off of the (board ID), the Claimant submitted his claim for 8 hours for being instructed by (Carrier official) to perform work that was in no way connected to his assignment. The Claimant, who was on duty for the (Job ID), was instructed to perform the work of (train or Job ID that the work belongs to). (If possible, add in if there were other crews on duty and available to perform the work). Claim is premised on Article VIII section 3 of the 1986 National Agreement."

Note: This rule is also applicable to commuter service when instructed to take another train outside of your current assignment. Although often classified as "outside the scope", that is not always correct, the Appendix Letter of April 28, 1939 gives the same penalty whether the work was performed with the geographical scope of your assignment or not.