

RULE 10 – DEADHEADING

- a. Deadheading and service may be combined in any manner that traffic conditions require, and when so combined, will be paid actual hours on a continuous time basis, with not less than eight hours for the combined deadheading and service.
- b.
 - 1. When deadheading is paid for separately and apart from service, actual time consumed with a minimum of eight hours will be allowed.
 - 2. For new employees¹ when deadheading is paid for separate and apart from service, compensation on a minute basis, at the basic rate applicable to the class of service in connection with which deadheading is performed, shall be allowed. However, if service after deadheading to a crew base other than the employee’s home crew base does not begin within sixteen (16) hours after completion of deadhead, a minimum of a basic day at such rate will be paid. If deadheading from service at a crew base other than the employee’s home crew base does not commence within sixteen (16) hours of completion of service, a minimum of a basic day at such rate will be paid. A minimum of a basic day also will be allowed where two separate deadhead trips, the second of which is out of a crew base other than the home crew base, are made with no intervening service performed. Non-service payments such as held-away-from-home crew base allowance will count toward the minimum of a basic day provided in this paragraph. Deadheading will not be paid where not paid under existing rules.
- Note: The existing paragraph (b) of Rule 10 is modified to read as (b)(1) and will continue to apply to all employees whose seniority in train or engine service precedes the date of this Agreement, including applicants for Amtrak employment in the respective Off-Corridor work zone application pools for the train and engine service crafts. In addition, this Article will not apply to train and engine service employees hired from other railroads in future assumptions of service.
- c. Passenger Engineers are not entitled to deadhead pay for traveling from one point to another in exercising seniority.
- d. Passenger Engineers will be notified at the time called whether deadheading will be combined with service or separate, and the proper officer of the Corporation will mark their time slips accordingly. If not so notified, paragraph “b” will apply.

Q & A’s – RULE 10 – DEADHEADING

- Q1. Who is the proper officer of the Corporation responsible for marking time slips indicating how and when a Passenger Engineer was notified to deadhead?
- A1. In light of the Centralized Crew Dispatching operation compliance with the rule will be satisfied by the Crew Dispatcher instructing the Passenger Engineer to mark his own time slip in accordance with the call. **Agreed: 3/22/83**

¹ Employees hired on or after June 2, 1988.

- Q2. If a Passenger Engineer is verbally notified how to deadhead but the time slip is not marked, will deadhead be paid for separately?
- A2. No; however, the Corporation has the burden of proof by producing the taped conversations (or a certified transcript thereof). **Agreed: 3/22/83**