



# CANADIAN PACIFIC RAILWAY COMPANY

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# TEAMSTERS CANADA RAIL CONFERENCE

**DIVISION 563**

REPRESENTING ENGINEERS, CONDUCTORS,  
TRAIN & YARDPERSONS

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-  **LOCAL RULES & AGREED PRACTICES**
-  **LETTERS OF UNDERSTANDING**
-  **MEMORANDUMS**
-  **TIE-UP CLAIM PROFILES**

## **Notice**

**These attached local agreements (letters of understanding and memorandums) and claim profiles are presented herein for reference purposes.**

**Some of these documents have been modified from their original form for inclusion in this package. For example, there are cases where there are separate agreements for Engineers and Trainmen even though the language (other than craft identification) is identical. These agreements have been referenced in this package as a single agreement with a combined craft reference.**

**The work conditions defined in these agreements have not been modified herein. However, in the event of a dispute in the language or interpretation of any agreement please contact the respective Trainmen or Engineer Local Chairman.**

**The original documents, rather than the reference documents presented in this package, will be relied upon in the event of a dispute between the parties.**

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# TEAMSTERS CANADA RAIL CONFERENCE DIVISION 563

[www.TCRC563.com](http://www.TCRC563.com)

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Auditing Committee	Norm Wesley	426-8152	<a href="mailto:nlwesley@shaw.ca">nlwesley@shaw.ca</a>
Chaplin & Guide	Bernie Plant	417- 0502	
TCRC Delegate	Al Singer	426-9734(C)	<a href="mailto:alsinger@shaw.ca">alsinger@shaw.ca</a>
Alternate TCRC Delegate	Larry Clear	426-7595	<a href="mailto:lsclear@shaw.ca">lsclear@shaw.ca</a>
EFAP Representative	Bernie Plant	417- 0502	
EFAP Representative	Stu Stephenson	489-5308	<a href="mailto:stuarts@universe.com">stuarts@universe.com</a>



# Company Contacts

[www.cpr.ca](http://www.cpr.ca)

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Randy McDonnell	BC Auditor	403-319-7341		<a href="mailto:CMC_Auditor_BC@cpr.ca">CMC_Auditor_BC@cpr.ca</a>
Cranbrook Fax #		489-6337		

## Benefit Provider:

- Manulife Customer Service Centre: 1-800-268-6195
- When contacting Manulife you will need the Benefit Contract # 84500
- [www.manulife.com](http://www.manulife.com)
- [http://groupbenefits.manulife.com/canada/GB\\_v2.nsf/Public/pm\\_welcome](http://groupbenefits.manulife.com/canada/GB_v2.nsf/Public/pm_welcome)



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## REGULAR MONTHLY MEETING SCHEDULE

Regular Monthly Meetings are generally held the third Monday of the Month.

June 18, 2007	<b>Monday 1 pm</b>	<b>Meeting Room at Boston Pizza On the Strip Cranbrook, B.C. Lunch is provided to all members in attendance.</b>
July 16, 2007		
August 20, 2007		
September 17, 2007		
October 15, 2007		
November 19, 2007		
December 17, 2007		
January 21, 2008		
February 18, 2008		
March 17, 2008		
April 21, 2008		
May 19, 2008		
June 16, 2008		
July 21, 2008		
August 18, 2008		
September 17, 2008		
October 20, 2008		

## Cranbrook Claim Code Reference

- Unassigned work train fixed rates – Use WM claim code to top up rates
- Units to FS – Crews claim additional 10 run miles
- Final time payment when in SA to Crowsnest – **1 Hour** – FT Claim Code
- Scale test train fixed rates – Use WM claim code to top up rates
- West Pool fixed mileage – NN for 25 mile non-charge top up. MM for exceeding threshold times.
- McConnell – same as West Pool fixed miles LOU
- Power move Crow to Sparwood – PP for 25 mile premium for handling turner units back to Sparwood for crews in TAS. PM for 16 mile payment on Eastward train volunteering to return units.
- Wayfreight Fixed mileage – NN fixed mile non-charge claim
- Specific coal train LOU – CK for 25 mile premium payment
- Engineer in Short TAS entitled to turn around time – Ensure D1 and run miles equal at least a 100 mile minimum day and use **TK CK** to generate turn time.
- Coal Detention – CD
- Off main track at Greenhills for meet - OM
- Crews ordered in DHIT TAS should state DHIT TAS in remarks field
- Engineer assisting per Pacific Rule 5(b) – Claim code DB

## Cranbrook TCRC (Engineer & Trainmen) Local Rules & Agreed Practices

These local agreements between the Company and the union are adopted pursuant to the provisions of the applicable TCRC (Engineer/Trainmen) collective agreements which provide for the establishment of local rules to meet local conditions. These local agreements will be reviewed at least yearly in the month of January by the signatories.

### **DEFINITIONS**

#### **Ad Hoc Vacancy:**

In any service, a vacancy which does not extend through a Weekly Placement period. Except that mileage vacancies of any duration shall be considered Ad Hoc Vacancies.

#### **Bid Card:**

A bid submitted on the prescribed form on which a Running Trades Employee indicates his/her preference of positions in assigned and unassigned service and in Yard service. The spareboard is considered a biddable position in unassigned service.

#### **Position/Assignment:**

All regular jobs and Seven Day assignments in all classes of service.

#### **Preference of Pools**

The Preference of Pools as defined in this agreement shall be;

- (a) North Pool
- (b) West Pool
- (c) East Pool

#### **Weekly Placement (Sevenday Set Up Period):**

The awarding of both permanent and temporary jobs on a weekly basis at 2201 Sunday to be effective 0001 Monday

**Note: Except where otherwise agreed to, example "Way Freight A" which takes effect weekly at 2201 Saturday this to include general change of card.**

#### **Weekly (Sevenday) Vacancy:**

In any service, a vacancy which extends through an entire Weekly Placement period.

**Note: Vacancies created when an employee has reached his/her monthly mileage limitation are always Ad Hoc Vacancies regardless of the length.**

#### **Waiting Turn:**

Any Running Trades employee who is okay for duty but who must wait until his turn arrives at the home terminal or who must wait for the expiration of a specified time, as provided by Local Agreements.

**1 UNASSIGNED FREIGHT SERVICE**

**Both Conductor's and Locomotive Engineer's unassigned freight service will be crewed from three separate pools (in order of preference) and spare boards as follows:**

- 1.1 North Freight Pool - all work on the Windermere Subdivision including trains on the Cranbrook Subdivision between Cranbrook and Fort Steele, destined to and from the Windermere Subdivision.
- 1.2 West Freight Pool - all work on the Moyie Subdivision and the Nelson Subdivision to McConnell.
- 1.3 East Freight Pool - all work on the Cranbrook, Fording River and Byron Creek Subdivisions, except those trains between Cranbrook and Fort Steele destined to and from the Windermere Subdivision.
- 1.4 Spare Board - for all work classified as spare work, which includes any piloting work and will be manned by the respective spare list. However, the equipment commonly referred to as the Track Evaluation Car will be considered pool work and be ordered accordingly.

**Note: Unassigned work trains and assigned work train relief on all subdivisions, as well as all unassigned trains on the Kimberley Subdivision will be crewed from the respective Engineer & Trainmen spareboards.**

- 1.5 Unassigned crews will remain with the tour of duty for which they are called; except those called in Unit Train or Unit Coal Train Service will take the first train available to them at Fort Steele in the service for which they are called.

**2. Establishing Order of Turns:**

- 2.1 Running Trades Employees who arrive at terminals by other than train will establish their turn by their off duty time.
- 2.2 Running Trades Employees arriving at a terminal by a train will establish their turn by the time of arrival at the outer main track switch or designated point. Running Trades Employees are responsible to advise CMC upon tie-up of their switch time to ensure proper board placement.
- 2.3 When the time used for establishing order of turns at the away from home terminal is the same for two or more Running Trades Employees the employee whose tour of duty was of the greater length of time will be placed ahead of the other(s).
- 2.4 When the time for establishing order of turns at the home terminal is the same for two or more Running Trades Employees board placement will be established:
  - a) When arriving from the same away from home terminal turns will stand in the same order as they did at the away from home terminal
  - b) When arriving from different away from home terminals, turns will be placed in the order in which they were called at the away from home

terminal. If the order times at the away from home terminals are the same, their most recent on duty times at the home terminal will be used to establish their turn order, the earlier time being first.

- 2.5 Running Trades Employees moving from one pool to another pool or from the spareboard to a pool, or from a pool to the spareboard will be placed according to the time of arrival from their previous trip regardless of moving from craft to craft. When times are identical the person called first in Cranbrook will be placed on the board ahead of the other.

At 22:01 Sunday in conjunction with the Weekly Placement when an employee's turn is in they will be placed in their turn, in all other cases employees will be placed at the bottom of their respective pool or Spareboard in the following (seniority) order;

- (i) Employees moving from assigned service or Yard service
- (ii) Employees returning from being off for miles
- (iii) Employees returning from leaves of absence (less than 7 days)
- (iv) Employees returning from being off account sick
- (v) Employees returning from vacation or leaves of absence of seven days or more

### **3. Short Trip**

- 3.1 Short Trips are tours of duty in assigned, yard and unassigned service which originate and end at Cranbrook, for which 150 chargeable miles or less are claimed. Running Trades Employees on completion of their tour of duty must advise the crew dispatcher within an hour of their off duty time if he/she is claiming a short trip. After the short trip is booked, the employee will return to his/her original position prior to being called. Employees are not permitted to claim a Short Trip if it is their second short trip in succession.

**Note 1: Running Trades Employees setup in the West Pool will not be entitled to book a short trip.**

**Note 2: The CMA computer system does not permit a Spare Running Trades Employee to book a short trip, instead they are required to contact the crew dispatcher to have their turn manually repositioned. If a spare employee inadvertently books a short trip on the CMA computer they should advise the Crew Dispatcher so both the vacant turn and their own turn can be properly repositioned.**

- 3.2 Running Trades Employees will not be required to work two short trips in succession if other Running Trades Employees are available in their respective pool or Spareboard. If no other Running Trades Employees are available and more than one Running Trades Employee has requested to opt out of a second short trip, the Running Trades Employee will be called to work a second short trip in order of succession from first out. A request to pass up a second short trip must be indicated immediately upon reporting off duty from the first short trip. -

**Note: The provisions defined herein to pass up a second short trip is not extended to ESB's when in Engineer Service. This includes an RTE returning from ESB work or being called to work as an ESB.**

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- 3.3 If a Running Trades Employees is carrying a closed turn and books a short trip the short trip applies only to the working turn and not the closed turn, which will be positioned to the bottom of the board.
- 3.4 **An RTE forced from Pool to Pool to fill an ad hoc vacancy will have their turn progress in its original position until the turn is first out and will be held there until employee filling the ad hoc vacancy is returned to his/her pool regardless of miles earned when forced off their assigned pool. Employee will be responsible to ensure proper board placement within an hour of reporting off duty from the forced trip.**
- 3.5 An employee off on union or company business who's turn goes out on a short trip will be entitled to have their turn placed in it's original position as provided herein. Such employee will be responsible to monitor their own turn to ensure proper board placement.
- 3.6 Employees moving from one pool to another pool, including the spareboard and moving from craft to craft, during the weekly crew change will retain any short trip status that may apply to their turn. This Includes a short trip commenced prior to the crew change and not completed till afterward, as well the short turn rule applies when an RTE is forced to fill a vacancy outside their pool.

### **4. Closing Turns:**

- 4.1 When a vacant turn(s) is the first out available turn in any pool and the spareboard is depleted, the first available employee in that pool will be called, taking out only the first spare turn. In such cases, the spare turn will be placed behind the working turn on return to the home terminal.
- 4.2 When two or more Running Trade Employees miss the same call in their respective pool or spareboard only the Running Trade Employees standing first out will have their turn closed.

### **5) Filling Ad Hoc Vacancies: Unassigned Service**

**Filling Ad Hoc Vacancies in Unassigned Service – See Local Rules Appendix A – Page [16 - 18](#)**

### **6. ASSIGNED SERVICE**

- 6.1 A Running Trades employee who was the successful applicant to a position in assigned service except yard service shall give the Company a minimum of 10 day's notice of his/her intention to vacate such position, but only to take a position in unassigned freight service. Notice must be given so that the position being vacated may be advertised in conjunction with the Weekly Set Up system. A Running Trades employee may only avail himself to this opportunity once between the General Change of Assignments.

Thirty day bumps (TCRC Trainmen collective agreement) in yard service will be completed in conjunction with the Weekly Placement system. The thirtieth day referred to in this rule must be fulfilled by Monday prior to 0001 of the effective date.

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6.2 Between the general change of assignments, all new positions in assigned service will be bulletined for at least seven days closing at 10:00 Wednesday.

**Filling Ad Hoc Vacancies in Assigned Service – See Local Rules Appendix B – Page 19 - 21**

### **7. YARD SERVICE**

**Filling Ad Hoc Vacancies in Yard Service – See Local Rules Appendix C – Page 22 - 24**

### **8. UNASSIGNED WORK TRAIN SERVICE**

8.1 Unassigned work trains on all subdivisions will be crewed from the respective spare boards. Running Trades Employees on unassigned work trains who tie up at an away from home terminal will not go into the common pool but will remain in unassigned work train service or be deadheaded home.

**Exception:** Pool crews will be utilized for handling the Track Analyzer Recorder car on the respective subdivisions. Spare Engineers and Trainmen will handle this work on the Kimberley Subdivision.

8.2 **Ordering Engineers for Unassigned Work Trains and Filling Engineer's Ad Hoc Vacancies on Assigned Work Trains – See Local Rules Appendix D – Page 25 - 27**

8.3 **Ordering Conductors/Trainmen for Unassigned Work Trains and Filling Conductor/Trainmen Ad Hoc Vacancies on Assigned Work Trains – See Local Rules Appendix D – Page 25 - 27**

8.4 In the case of derailment a pool Crew called or on duty at the time the auxiliary is ordered may be utilized.

8.5 A crew that does not book rest will be paid at Work Train Rates accordingly;

- 0 – 8 hours            150 miles
- 8 – 10 hours           200 miles
- 10 – 12 Hours        225 miles
- 12 – 14 Hours        250 miles (In addition an \$80 NR Claim)
- 14 – 16 Hours        275 miles
- Top up to be claimed using WM Claim Code.

**Note 1:** A crew opting to be paid according to this fixed mileage agreement will be paid the \$80 premium payment if required to be on duty in excess of 12 hours.

**Note 2:** These fixed mileages are inclusive of run miles, initial and final, work train and deadheading time, including all conductor only payments (except length of train allowances) and applicable arbitrary claims except handling revenue cars.

**Note 3:** A crew that opts to take rest will not be entitled to claim the fixed rates provided by this agreement. However, a crew that does not opt to book rest may also submit their claim as provided by the respective collective agreements rather than these fixed mileages.

8.6 An unassigned (spare) crew may work up to a maximum of **five (5) ~~four (4)~~** consecutive days in work train service.

- 8.7 An ESB called for an unassigned or assigned work train that ties up or lays over in Cranbrook will not be ordered if the unassigned work train is called for a following day provided spare Engineers are available to be called. Such ESB may be called for a subsequent tour of duty on the same unassigned work train subject to the respective decision rules presenting them for the call.

**9. WEEKLY PLACEMENT SYSTEM**

The Weekly Placement System will be governed as follows:

- 9.1 At each general advertisement of assignments every Running Trade Employee should submit a Bid Card which will indicate their preference of positions in assigned freight service, yard service, and unassigned freight service including preference of pools. If no Bid Card is submitted the most recent Bid Card submitted by an employee prior to the change of assignments will apply.
- 9.2 New Bid Cards may be submitted between general change of assignments and will be used in connection with the Weekly Placement system as herein provided. To be applicable for the following seven day period the new Bid Card must be received prior to 23:59 Wednesday.
- 9.3 Employees submitting a weekly or change of card bid are responsible to provide the respective local chairman with a copy of their bid including a successful facsimile transmission report addressed to the correct phone/fax number. The employee's copy of a successfully transmitted bid will be relied upon to establish that the bid was properly submitted.
- 9.4 Sixty (60) days or more after the effective date of the general change of assignments a Running Trade Employee may submit a new bid card and move from pool to pool, pool to spareboard or spareboard to pool. Such bid must be submitted prior to 23:59 Wednesday to be effective in the following Weekly Placement period. A Running Trade Employee may only avail himself to this opportunity once between the general change of assignments. Employees must indicate on the appropriate bid form if invoking the provisions of this article.

**Note: This does not include or affect pool to pool moves as provided by the respective collective agreements when the pools are setup.**

- 9.5 At the General Change of Assignment all positions in all classes of service will become vacant and will be bulletined for 14 days. Bid Cards on file at the closing time of the bulletin will be used to place Running Trade Employee in all classes of service.

**Note: Running Trade Employees transferring into Cranbrook will be required to submit a bid card prior to being placed at Cranbrook in accordance with this seven day bid system.**

- 9.6 A Running Trade Employee on leave of absence, off sick or on annual vacation prior to and during the entire time when bulletins for general change of assignment and any new assignments established between the general changes of assignments are in effect may submit a Bid Card on their return.

If a bid is not submitted by 23:59 Wednesday for the following Weekly Placement period that coincides with an RTE's planned return to work the RTE will be placed in

## Index, Contact Information & TCRC Division Meeting Schedule

accordance with the last bid received and will only be permitted to exercise their seniority as provide by this article for the following weekly placement.

- 9.7 Results of the awarding of positions for the general change of assignments will be posted as soon as they are known.
- 9.8 Seven Day Bid Cards will be received for the week of the effective date of the general change of assignments, but shall be relied upon for the awarding of temporary vacancies only.
- 9.9 The effective date of the General Change of Assignments will be to 2201 Sunday to be effective 0001 Monday.
- 9.10 When an assignment is bulletined and does not commence work within twenty (20) days of the closing date of the bulletin, the assignment must be considered cancelled and re-bulletined, unless otherwise mutually agreed.
- 9.11 Between the general change of assignments, all new positions or positions which become permanently vacant in assigned service and yard service will be bulletined for at least seven days with the bulletins to close at 23:59 Wednesday. **These positions will be established and abolished in conjunction with the Weekly Placement System.**
- 9.12 At 1800 of the Friday preceding the Weekly Placement period, a listing of all Running Trade Employees positions manned out of Cranbrook will be posted. It will be the responsibility of each Running Trade Employee to make themselves familiar with this listing and be governed accordingly.
- 9.13 Running Trade Employees who will be off for the entire "Weekly Placement" setup period will be removed from the working lists at 2201 Sunday provided the vacancy is known prior to 23:59 the previous Wednesday. Where a vacancy of seven days or greater extends between a "Weekly Placement" setup period the vacancy shall run ad hoc for those days (or part thereof) which are less than a "Weekly Placement" setup period.

**Note: Vacancies created when an employee has reached his/her monthly mileage limitation are always Ad Hoc Vacancies regardless of the length.**

- 9.14 At 2201 Sunday Running Trade Employee positions in assigned and unassigned freight service, yard service and "Weekly Placement" vacancies will be awarded to the senior men desiring same as indicated on their Bid Card. The location of their turn on the list will be governed by the following:

Running Trades Employees moving from one pool to another pool or from the spareboard to a pool, or from a pool to the spareboard will be placed according to the time of arrival from their previous trip regardless of moving from craft to craft. When times are identical the person called first in Cranbrook will be placed on the board ahead of the other.

At 22:01 Sunday in conjunction with the Weekly placement when an employee's turn is in they will be placed in their turn, in all other cases employees will be placed at the bottom of their pools in the following (seniority) order;

**Index, Contact Information & TCRC Division Meeting Schedule**

- (i) Employees moving from assigned service or Yard service
  - (ii) Employees returning from being off for miles
  - (iii) Employees returning from leaves of absence (less than 7 days)
  - (iv) Employees returning from being off account sick
  - (v) Employees returning from vacation or leaves of absence of seven days or more
- 9.15 A Running Trade Employee passing up a position/assignment either permanent or a "Weekly Placement" vacancy which results in a junior employee working that position/assignment may not later claim that position/assignment unless reduced to the Spareboard and subsequently being setup, or until the next general change of assignments, or if the job becomes vacant.
- 9.16 Running Trade Employee electing to fill a temporary "Weekly Placement" vacancy shall remain on that vacancy until displaced by the regular or a senior Running Trade Employee, except that he/she may exercise his/her seniority to other "Weekly Placement" vacancies which become available.
- 9.17 In cases where a Running Trade Employee cannot hold any position listed on his Bid Card, by reason of insufficient preferences listed, he will be placed on the junior position/assignment.
- 9.18 Each position in assigned and yard service will have a distinctive identifying name to which it will be referred to in bulletins and Bid Cards.
- 9.19 When a "Weekly Placement" in assigned or yard service is filled by use of the Weekly Bid Card System (for example, an annual vacation vacancy), and subsequently becomes a permanent position (for example, by the retirement of the incumbent), such position will be bulletined as a new position.
- 9.20 Management will make every effort to advise the CMC of an employee's Leave or Medical status, and provide a return to work date that can be accommodated at the weekly crew adjustment. If an unforeseen circumstance occurs which results in an employee returning mid-week, that employee will be placed as mutually agreed between the company and the respective Local Chairman. Any such arrangements will not result in displacement or crew adjustment after the weekly crew changes have been made effective. It is the responsibility of the employee to advise local management prior to 1000 on the Thursday prior to the next crew change of their expected return to work.

**10. LEAVE OF ABSENCE FOR UNION BUSINESS**

10.1 Local Union Officers will be granted leaves of absence to perform Union business as listed below. Such leave must be booked with the CMC sufficiently in advance to allow the orderly filling of the vacancy created. The Union Officer must advise the CMC that the leave is for Union Business.

President	To attend regular monthly meeting
Secretary	To attend regular monthly meeting
Local Chairman	Any time to handle Union Business

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Vice Local Chairman	To represent employees during investigations & to attend regular monthly meetings
Legislative Representative	To attend regular monthly meeting
Any Elected Union Officer	To attend regular monthly meeting
Health and Safety Committee Members	To attend regular monthly meeting

Any other leave of absence for Union Business must receive prior authorization from local management.

- 10.2 When a Local Chairman or other Union Officer is not available to perform their duties the Vice Local Chairman or designated alternate will assume the position and privileges referred to in 10.1.
- 10.3 A Union Officer on leave for Union Business may have his/her turn in an unassigned pool or spareboard move up in its rotation until it reaches the top of the board and will remain first out until he/she books okay for duty and is subsequently called for duty. Union Officer's shall so advise CMC at the time of booking union business of their desire to hold their turn.
- 10.4 **Local Chairman (Vice Local Chairman acting in his absence) will place their turn first out at the home terminal in their respective pool or Spareboard and are required to book a minimum of eight (8) hours rest upon their turn being repositioned.**
- 10.5 Union Officers will be permitted to book "Short Trip Only" status in order to attend union business as defined in Article 10.1 above. Union Officers booking "Short Trip Only Status" will move up their respective pool or spareboard in turn and will only be called for those tours of duty that originate and conclude at Cranbrook within 12 hours on duty.
- 10.6 When booking available returning from Union Business a Union Officer may book up to 30 hours rest.
- 10.7 An employee off on union or company business who's turn goes out on a short trip will be entitled to have their turn placed in it's original position subject to the short turn rules herein. Such employee will be responsible to monitor their own turn to ensure proper board placement.
- 10.8 An employee scheduled for an investigation will be allowed to hold their turn on Company Business to attend the investigation subject to mutual agreement of the parties. Employees returning from such leave must book on by 17:00 and must book a minimum of 5 hours rest to a maximum of 12 hours.
- 10.9 An employee required to attend a company medical or medical specialist appointment will be permitted to extend rest to 17:00 the day of the appointment. Such rest must be arranged by the employee so requesting and must be mutually extended in advance by both the company and the union.

**11. RETURNING FROM ABSENCES FROM WORK**

- 11.1 Leaves of absence which are known prior to 23:59 the previous Wednesday and extend for an entire Weekly Placement period will be treated as a seven day vacancy and will be filled at the weekly crew change. Such leaves of absence must be taken for the period granted, unless the proper authority is advised, prior to 23:59 Wednesday, that the subsequent leave will not be taken, in whole or in part.
- 11.2 Running Trades Employees who are off account leave of absence must be off a minimum of 8 hours. Running Trades Employees off for any other reason (not including miles) must be off a minimum of 24 hours.
- 11.3 At the expiration of an ALOA, employees will automatically be booked available for duty as herein provided.
- (i) Running Trades Employees who are off on a leave of absence for less than 24 hours will be placed in their turn if it is in or will establish a new turn at the bottom of their respective pool or spareboard when they book on. Except, West Pool Engineers/Conductors off on Authorized Leave of Absence of less than 24 hours will not establish a new turn; they must be either placed on their turn if it is in or be placed in their turn upon it's arrival.
  - (ii) Running Trades Employees off for any reason other than authorized leave of absence must be off a minimum of 24 hours except they may be placed back in their turn if it goes out and returns prior to the expiration of the 24 hours.
  - (iii) Employees off on Union Business, Company Business, or miles need not be off for any minimum period.

**Note: The 8 hours ALOA permitted by this article is a courtesy only and may be revoked on an individual employee basis upon consideration of the respective Trainmen/Engineer Local Committee of Adjustment.**

- 11.4 At the expiration of an ALOA, employees will automatically be booked available for duty as herein provided.
- 11.5 When booking okay for duty after an absence, a Running Trades Employee in unassigned service will either be placed in their turn if it is in or establish their turn at the bottom of the pool or spareboard, subject to being off as provided in Article 11.2 above. When a Running Trades Employee has booked okay for duty and is waiting for the minimum time to elapse or turn to arrive he/she will be placed to the status of "Waiting Turn".
- ESB's in yard service and Yard Engineers requesting spare work on their days off, and Engineers not working as such (ESB's) declining spare work will not be permitted to take a call for an ad hoc vacancy for any spare Engineer work for 12 hours from the time the first spare work offered is passed up, except when no other RTE's are available. Likewise, an assigned Engineer passing up their normal assignment (rest or booking off) will not be permitted to accept a call for spare work while their assignment is subject to duty.
- 11.6 Running Trades Employees returning from being off for Miles or Annual Vacation will automatically be booked okay for duty at 22:01 of the last day of their mileage period and may book up to 8 hours.

## Index, Contact Information & TCRC Division Meeting Schedule

Pool employees will be placed in their turn, or at the bottom of their pool; spareboard employees will be placed at the bottom of their pool. If two or more employees of the same pool (turn not in) or spareboard are returning on the same date employees will be placed in seniority order.

- 11.7 Running Trades Employees due back from annual vacation will establish their turn at the bottom of their pool, spareboard or assignment at 22:01 Sunday in seniority order. Except, employees who's AV upon completion extends partially into the "Weekly Placement period will be placed on their turn if it is in upon completion of their entire AV.

### **12. Calling Procedures & Missed Calls**

#### **Procedure**

- 12.1 When calling employees, attempts must be made with all numbers provided to CMC.

- 12.2 Fifteen (15) minutes will be considered a reasonable time to allow an employee to respond to a call. This will apply to an employee in his own turn or the first available employee called to fill a known spare turn.

**Note 1: This does not apply to subsequent employees, however, those employees will be given Five (5) minutes to respond to a call by pager.**

**Note 2: Calls for which Running Trades Employees are subject will be entered into CMA as soon as the call is supplied and the employee is presented for a given call.**

- 12.3 In the event of a subsequent employee receiving a short call, they will make a reasonable effort to ensure the train is not delayed.

**Choice of Trips**

12.4 When two or more Engineers/Trainmen in the same pool or spareboard are called for the same time or consecutively the first out Engineer/Trainmen will have the choice of trip.

**Missed Call**

12.5 Running Trades Employees standing first out in their respective pool or spareboard will bear the penalty for a missed call. Other Running Trades Employees will hold their turn in their respective pool or spareboard.

12.6 Such Running Trades Employee unavailable when called will be held waiting turn for 24 hours and will be placed in their turn if it is in upon the expiration of the 24 hours or will be placed at the bottom of their respective pool or spareboard.

**Standard Calls & Deadheading At the Away From Home Terminal**

12.7 One and one half (1 ½) hour shall be considered the standard call at the Away From Home Terminals of Golden, Sparwood, and Crowsnest.

Except that;

- (i) An Engineer/Trainmen, immediately after completing a turn, on MTOD (Mandatory Time On Duty), or exceeded maximum hours on duty (Hours of Service Regulations) or has completed a tour of duty in Turnaround Service at the AFHT (Golden, Sparwood or Crowsnest) may be Deadheaded Home without regard to the length of call and without regard to the first in – first out rule provided there are no other RTE's standing first out who are likewise disposed, or
- (ii) Engineers/Trainmen may agree to accept less than a standard call provided there are no other Engineers/Trainmen at the AFHT standing first out and would be available to take a standard call.

**13. BOOKING REST**

13.1 A Running Trades Employee called and cancelled before commencing duty at the home terminal of Cranbrook may book up to a maximum 8 hours rest.

~~13.2 A Running Trades Employee returning from Annual Vacation or from being off for miles may book up to 8 hours rest. A request to book such rest must be provided to CMA at least 4 hours in advance by 20:00.~~

13.3 Running Trades Employees may book up to 30 hours rest after completing a tour of duty at the home terminal of Cranbrook.

**14. Annual Vacation**

14.1 Running Trades Employees will commence their annual vacation at 0001 Monday. Annual vacations will be taken in units of seven days.

## **Index, Contact Information & TCRC Division Meeting Schedule**

If one or more general holidays fall within the period of their annual vacation, their annual vacation may commence earlier than Monday or end later than Sunday by a number of days equal to the number of general holidays involved. Employees must provide notice prior to 2359 Wednesday of intent to take general holiday day(s) in advance, as mutually agreed between the Company and the Running Trades Employees.

Running Trades Employees in assigned freight service whose assignment is such that they commence a tour of duty at an away-from-home terminal on Monday will commence their annual vacation as mutually agreed between the local officers of the Company and Union.

- 14.2 Running Trades Employees due back from annual vacation will establish their turn at the bottom of their pool, spareboard or assignment at 22:01 Sunday in seniority order. Except, that employees who's AV upon completion extends partially into the "Weekly Placement" period will be placed on their turn if it is in.
- 14.3 Local Chairman will not be required to submit an annual vacation bid, annual vacation allocated to the respective local Chairs (Engineers & Trainmen) will not be applied to the annual vacation allotment allowed to Conductors and/or Locomotive Engineers. Local Chairman will provide notice prior to 23:59 Wednesday the week prior of their intent to take annual vacation.
- 14.4 Annual Vacation vacancies that open up during primetime, summer and Christmas will be assigned to the Senior RTE's requesting same. A Running Trade Employee that has obtained primetime Annual Vacation either through a vacancy or by bid will not be awarded additional primetime Annual Vacation unless there are no other Running Trade Employee that have not already been granted primetime requesting any such vacancy.

### **Article 15 – Miscellaneous**

- 15.1 Locomotive Engineers assisting in the restarting, including (re)configuration of Locotrol, on remote units will be paid all time so involved with a minimum of 30 minutes ( DB Claim Code) as provided by Pacific Local Rule 5(b).

#### **Pacific Local Rule 5(b)**

***(b) Road engineers held en route to assist or doublehead trains will be paid detention rates for the time so held or detained on the basis of 12-1/2 miles per hour in addition to mileage covered assisting or doubleheading such train.***

- 15.2 Assignments consisting of exclusive ballast pit work will be performed by crews in Assigned or Unassigned Work Train Service. This understanding would not prevent road crews enroute or a yard crew from lifting or setting off ballast cars as provided by existing Collective Agreement provisions.
- 15.3 Pool crews will be utilized for handling the Track Analyzer Recorder car on the respective subdivisions. Spare Engineers and Trainmen will handle this work on the Kimberley Subdivision.

**Index, Contact Information & TCRC Division Meeting Schedule**

- 15.4 Subject to the provisions of the Sparwood Run Through Agreement RTE's entitled to claim run miles where no actual miles have been run will enter ~~two (2)~~ **three (3)** miles in the run miles field of CMA in order to generate length of run allowances.
- 15.5 Subject to understanding between the parties employees entitled to Coal Detention time (CD Claim Code) pursuant to the respective local agreements who are concurrently engaged in qualifying switching will be entitled to Enroute Conductor-only (EC Claims) for such switching, actual time switching will be deducted from the CD time.

**Limitation of Memorandum of Agreement**

This agreement is supplemental to the collective agreement and except as necessary for the implementation of this agreement, the collective agreement will apply. In the event of a dispute with respect to these defined rules the parties may refer to and rely upon the authority of the Local Rules and Agreed Practices documents previously in effect and signed by the respective General Managers and General Chairmen.

This memorandum of agreement is effective February 27<sup>th</sup> at 22:01 and will remain in effect until cancelled either in whole or in part upon sixty (60) days notice from one party to the other.

\_\_\_\_\_  
Stan Bell  
Interior Service Area Manager

\_\_\_\_\_  
K.B. Wachs  
Manager Operations Road

I CONCUR:

\_\_\_\_\_  
J.K. Jeffries  
Local Chairman,  
TCRC (Conductors, Trainmen, Yardmen)

\_\_\_\_\_  
A.E. Singer  
Local Chairman,  
TCRC (Engineers)

**Local Rules Appendix A**

**Filling of Ad Hoc Vacancies in Unassigned Service  
Conductors, Brakemen & Engineers**

**Conductors: Ad Hoc Vacancies Unassigned Freight Service**

**(Does Not Include Kimberley Sub – Please Refer to Decision Table Reference Document for this Information)**

- 01 SENIOR RESTED QUALIFIED CO IN ANY POOL: REQUEST SPARE RUNNING – CHECK SENR 1<sup>ST</sup> OUT BK-SB (RQSR)
- 01 01 SENIOR RESTED QUALIFIED CO ON ANY LOCAL: REQUEST SPARE RUNNING – CHECK SENR 1<sup>ST</sup> OUT BK-SB (RQSR)
- 01 02 SENIOR RESTED QUALIFIED CO FROM BK-SB
- 02 FIRST RESTED QUALIFIED CO FROM BK-SB
- 03 FIRST RESTED CO FROM **THE** POOL: CLOSE POOL
- 04 SENIOR RESTED CO REQUESTING OFF-MILES: (RQOM)
- 05 JUNIOR RESTED CO FROM EP-POOL: FORCE JNR CNDR
- 05 JUNIOR RESTED CO FROM WP-POOL: FORCE JNR CNDR
- 06 JUNIOR RESTED CO FROM NP-POOL: FORCE JNR CNDR
- 07 SENIOR RESTED CO FROM EP-POOL WAITING TURN LONGEST
- 08 JUNIOR RESTED QUALIFIED CO ON ANY LOCAL: MAY DECLINE CALL
- 08 01 JUNIOR RESTED QUALIFIED CO FROM WT-POOL: MAY DECLINE CALL
- 08 02 JUNIOR RESTED QUALIFIED CO FROM WF-POOL: MAY DECLINE CALL
- 08 03 JUNIOR RESTED QUALIFIED CO FROM KI-POOL: MAY DECLINE CALL
- 08 04 JUNIOR RESTED QUALIFIED CO FROM WK-POOL: MAY DECLINE CALL
- 09 JUNIOR QUALIFIED CO FROM BK-SB: BREAK REST > 24 FORCE
- 10 JUNIOR QUALIFIED CO FROM BK-SB: BREAK REST > 12 MAY DECLINE CALL
- 11 FIRST QUALIFIED CO FROM EP-POOL: ASK BREAK REST
- 12 FIRST QUALIFIED CO FROM WP-POOL: ASK BREAK REST
- 13 FIRST QUALIFIED CO FROM NP-POOL: ASK BREAK REST
- 14 SENIOR RESTED QUALIFIED CO FROM YARD REQUESTING ROAD WORK: (RQRD)
- 15 SENIOR RESTED QUALIFIED CO FROM FURLOUGH BOARD: REQUESTING
- 16 SENIOR RESTED QUALIFIED CO FROM FURLOUGH BOARD: NOT REQUEST
- 17 SENIOR RESTED QUALIFIED CO LAIDOFF: LAID OFF
- 18 SENIOR RESTED CO OFF-MILES: OFF MILES NOT REQ TCRC-T
- 19 SENIOR RESTED CO OFF-MILES: OFF MILES NOT REQ TCRC-E

**Brakemen: Ad Hoc Vacancies Unassigned Freight Service**

- 01 FIRST RESTED BK FROM BK-SB
- 02 SENIOR RESTED QUALIFIED BK FROM FURLOUGH BOARD: REQUESTING
- 03 SENIOR RESTED QUALIFIED BK FROM FURLOUGH BOARD: NOT REQUESTING
- 04 SENIOR RESTED QUALIFIED BK FROM NP-POOL WAITING TURN LONGEST
- 04 01 SENIOR RESTED QUALIFIED BK FROM WP-POOL WAITING TURN LONGEST
- 04 02 SENIOR RESTED QUALIFIED BK FROM EP-POOL WAITING TURN LONGEST
- 05 SENIOR RESTED QUALIFIED BK FROM YARD REQUESTING ROAD WORK: (RQRD)
- 06 SENIOR RESTED QUALIFIED BK REQUESTING OFF-MILES: (RQOM)
- 07 JUNIOR QUALIFIED BK FROM BK-SB: IF > 24 REST FORCE
- 08 JUNIOR QUALIFIED BK FROM BK-SB: IF > 12 REST MAY DECLINE
- 09 FIRST RESTED QUALIFIED BK FROM EP-POOL: 1ST OUT CNDR FORCED
- 10 JUNIOR RESTED QUALIFIED BK FROM WP-POOL: FORCE JUNR BKMN EP
- 11 JUNIOR RESTED QUALIFIED BK FROM NP-POOL: FORCE JUNR BKMN WP
- 12 JUNIOR QUALIFIED BK FROM NP-POOL: ASK TO BREAK REST
- 12 01 JUNIOR QUALIFIED BK FROM EP-POOL: ASK TO BREAK REST
- 12 02 JUNIOR QUALIFIED BK FROM WP-POOL: ASK TO BREAK REST
- 13 JUNIOR RESTED QUALIFIED BK ON ANY LOCAL: MAY DECLINE CALL
- 13 01 JUNIOR RESTED QUALIFIED BK FROM WF-POOL: MAY DECLINE CALL
- 13 02 JUNIOR RESTED QUALIFIED BK FROM WT-POOL: MAY DECLINE CALL
- 13 03 JUNIOR RESTED QUALIFIED BK FROM KI-POOL: MAY DECLINE CALL
- 13 04 JUNIOR RESTED QUALIFIED BK FROM WK-POOL: MAY DECLINE CALL
- 14 SENIOR RESTED BK OFF-MILES: NOT REQUESTED



**Engineer's – Ad Hoc Vacancies Unassigned Freight Service**

**(Does Not Include Kimberley Sub – Please Refer to Decision Table Reference Document for this Information)**

- 01 FIRST RESTED EN FROM EN-SB
- 02 FIRST RESTED EN FROM **THE** POOL: CLOSE POOL
- 03 SENIOR RESTED EN FROM YARD REQUESTING ROAD WORK: PROTECT OWN ASINGMENT
- 04 SENIOR RESTED QUALIFIED EN FROM YARD: SENIOR ESB
- 04 01 SENIOR RESTED QUALIFIED EN IN ANY POOL: SENIOR ESB
- 04 02 SENIOR RESTED QUALIFIED EN FROM BK-SB: SENIOR ESB
- 04 03 SENIOR RESTED QUALIFIED EN ON ANY LOCAL: SENIOR ESB
- 05 SENIOR RESTED QUALIFIED EN FROM FURLOUGH BOARD: REQUESTING
- 06 SENIOR RESTED QUALIFIED EN FROM FURLOUGH BOARD: NOT REQUESTING
- 07 SENIOR RESTED EN FROM **THE** POOL WAITING TURN
- 08 SENIOR RESTED QUALIFIED EN MISSED-CALL
- 09 SENIOR QUALIFIED EN REQUESTED OFF-MILES: (RQOM)
- 09 01 SENIOR QUALIFIED EN REQUESTED OFF-MILES: SENR ESB REQUESTED OFF-MILES
- 10 FIRST EN FROM **THE** POOL: ASK BREAK REST
- 11 FIRST EN FROM EN-SB: ASK BRK REST
- 12 FIRST EN FROM EP-POOL: ASK BREAK REST EP
- 13 FIRST EN FROM WP-POOL: ASK BREAK REST EP
- 13 FIRST EN FROM NP-POOL: ASK BREAK REST NP
- 14 FIRST RESTED EN FROM EP-POOL: FORCE 1ST RESTED
- 14 FIRST RESTED EN FROM WP-POOL: FORCE 1ST RESTED
- 15 FIRST RESTED EN FROM NP-POOL: FORCE 1ST RESTED
- 16 SENIOR RESTED EN ON ANY LOCAL REQUESTING EXTRA WORK: (RQRD)
- 16 01 SENIOR RESTED EN FROM KI-POOL REQUESTING EXTRA WORK: (RQRD)
- 16 02 SENIOR RESTED EN FROM WF-POOL REQUESTING EXTRA WORK: (RQRD)
- 16 03 SENIOR RESTED EN FROM WT-POOL REQUESTING EXTRA WORK: (RQRD)
- 16 04 SENIOR RESTED EN FROM WK-POOL REQUESTING EXTRA WORK: (RQRD)
- 17 SENIOR RESTED EN OFF-MILES: NOT REQUESTING
- 17 01 SENIOR QUALIFIED ESB OFF-MILES: NOT REQUESTING



**Local Rules Appendix B**

**Filling of Ad Hoc Vacancies in Assigned Service  
Conductors, Brakemen & Engineers**

**Conductor: Ad Hoc Vacancies Assigned Service**

- 01 SENIOR RESTED QUALIFIED CO IN ANY POOL REQUESTING SPARE RUNNING: CHECK SEN 1ST OUT BK-SB (RQSR)
- 01 01 SENIOR RESTED QUALIFIED CO ON ANY LOCAL REQUESTING SPARE RUNNING: CHECK SEN 1<sup>ST</sup> OUT BK-SB (RQSR)
- 01 02 SENIOR RESTED QUALIFIED CO FROM BK-SB:
- 01 03 SENIOR RESTED QUALIFIED CO ON JOB: PROMOTION
- 02 SENIOR RESTED CO IN ANY POOL REQUESTING EXTRA WORK: CHECK SEN 1<sup>ST</sup> OUT BK-SB (RQRD)
- 02 01 SENIOR RESTED CO ON ANY LOCAL REQUESTING EX WORK: CHECK SEN 1<sup>ST</sup> OUT BK-SB (RQRD)
- 02 02 SENIOR RESTED QUALIFIED CO FROM BK-SB
- 03 FIRST RESTED QUALIFIED CO FROM BK-SB
- 04 SENIOR RESTED QUALIFIED CO REQUESTING OFF-MILES: (RQOM)
- 05 SENIOR RESTED CO WAITING TURN LONGEST
- 06 JUNIOR RESTED CO FROM EP-POOL: FORCE JUNIOR CO
- 07 JUNIOR RESTED CO FROM WP-POOL: FORCE JUNIOR CO
- 08 JUNIOR RESTED CO FROM NP-POOL: FORCE JUNIOR CO
- 09 JUNIOR RESTED QUALIFIED CO ON ANY LOCAL ON REST DAY: MAY DECLINE
- 09 01 JUNIOR RESTED QUALIFIED CO FROM WF-POOL: REST DAY: MAY DECLINE
- 09 02 JUNIOR RESTED QUALIFIED CO FROM WT-POOL: REST DAY: MAY DECLINE
- 09 03 JUNIOR RESTED QUALIFIED CO FROM KI-POOL: REST DAY: MAY DECLINE
- 09 04 JUNIOR RESTED QUALIFIED CO FROM WK-POOL: REST DAY: MAY DECLINE
- 10 JUNIOR QUALIFIED CO FROM BK-SB: BREAK REST >24FORCE
- 11 JUNIOR QUALIFIED CO FROM BK-SB: BREAK REST >12 MAY DECLINE
- 12 FIRST QUALIFIED CO FROM EP-POOL: ASK TO BREAK REST
- 13 FIRST QUALIFIED CO FROM WP-POOL: ASK TO BREAK REST
- 14 FIRST QUALIFIED CO FROM NP-POOL: ASK TO BREAK REST
- 15 SENIOR RESTED QUALIFIED CO FROM YARD: REQUESTING ROAD WORK (RQRD)
- 16 SENIOR RESTED QUALIFIED CO FROM FURLOUGH BOARD: REQUESTING
- 17 SENIOR RESTED QUALIFIED CO FROM FURLOUGH BOARD: NOT REQUESTING
- 18 SENIOR QUALIFIED CO FROM LAID OFF
- 19 SENIOR QUALIFIED CO OFF-MILES: NOT REQUESTING
- 20 SENIOR QUALIFIED CO OFF-MILES ASSIGNED AS AN EN: NOT REQUESTING



**Brakemen: Ad Hoc Vacancies Assigned Service**

- 01 FIRST RESTED BK FROM BK-SB:
- 02 SENIOR RESTED QUALIFIED BK FROM FURLOUGH BOARD: REQUESTING
- 03 SENIOR RESTED QUALIFIED BK FROM FURLOUGH BOARD: NOT REQUESTING
- 04 SENIOR RESTED QUALIFIED BK FROM NP-POOL: WAITING TURN LONGEST
- 04 01 SENIOR RESTED QUALIFIED BK FROM WP-POOL: WAITING TURN LONGEST
- 04 02 SENIOR RESTED QUALIFIED BK FROM EP-POOL: WAITING TURN LONGEST
- 05 SENIOR RESTED QUALIFIED BK FROM YARD: REQUEST ROAD WORK (RQRD)
- 06 SENIOR RESTED QUALIFIED BK REQUESTING OFF-MILES: (RQOM)
- 07 JUNIOR QUALIFIED BK FROM BK-SB: IF >24 REST FORCE
- 08 JUNIOR QUALIFIED BK FROM BK-SB: IF >12 REST MAY DECLINE
- 09 JUNIOR RESTED QUALIFIED BK FROM EP-POOL: FORCE JUNIOR BK
- 10 JUNIOR RESTED QUALIFIED BK FROM WP-POOL: FORCE JUNIOR BK
- 11 JUNIOR RESTED QUALIFIED BK FROM NP-POOL: FORCE JUNIOR BK
- 12 JUNIOR QUALIFIED BK FROM NP-POOL: ASK TO BREAK REST
- 12 01 JUNIOR QUALIFIED BK FROM EP-POOL: ASK TO BREAK REST
- 12 02 JUNIOR QUALIFIED BK FROM WP-POOL: ASK TO BREAK REST
- 13 JUNIOR RESTED QUALIFIED BK ON ANY LOCAL: MAY DECLINE CALL
- 13 01 JUNIOR RESTED QUALIFIED BK FROM WF-POOL: MAY DECLINE CALL
- 13 02 JUNIOR RESTED QUALIFIED BK FROM WT-POOL: MAY DECLINE CALL
- 13 03 JUNIOR RESTED QUALIFIED BK FROM KI-POOL: MAY DECLINE CALL
- 13 04 JUNIOR RESTED QUALIFIED BK FROM WK-POOL: MAY DECLINE CALL
- 14 SENIOR RESTED BK OFF-MILES: NOT REQUESTING



**Engineer: Ad Hoc Vacancies Assigned Service**

- 01 FIRST RESTED EN FROM EN-SB.
- 02 SENIOR RESTED EN FROM YARD ON REST DAY. MUST PROTECT OWN ASSIGNMENT (RQRD)
- 03 SENIOR RESTED QUALIFIED EN FROM YARD: SENIOR ESB
- 03 01 SENIOR RESTED QUALIFIED EN IN ANY POOL: SENIOR ESB
- 03 02 SENIOR RESTED QUALIFIED EN FROM BK-SB : SENIOR ESB
- 03 03 SENIOR RESTED QUALIFIED EN ON ANY LOCAL:SENIOR ESB
- 04 SENIOR RESTED QUALIFIED EN FROM FURLOUGH BOARD: REQUESTING
- 05 SENIOR RESTED QUALIFIED EN FROM FURLOUGH BOARD: NOT REQUESTING
- 06 SENIOR RESTED EN WAITING TURN: IN ANY POOL
- 07 SENIOR RESTED QUALIFIED EN MISSED-CALL:
- 08 SENIOR QUALIFIED EN REQUESTING OFF-MILES: (RQOM)
- 08 01 SENIOR QUALIFIED ESB REQUESTING OFF-MILES:(RQOM)
- 09 FIRST EN FROM EN-SB : ASK TO BREAK REST
- 10 FIRST EN FROM EP-POOL: ASK TO BREAK REST
- 11 FIRST EN FROM WP-POOL: ASK TO BREAK REST
- 12 FIRST EN FROM NP-POOL: ASK TO BREAK REST
- 13 FIRST RESTED EN FROM EP-POOL: FORCE 1ST RESTED
- 14 FIRST RESTED EN FROM WP-POOL: FORCE 1ST RESTED
- 15 FIRST RESTED EN FROM NP-POOL: FORCE 1ST RESTED
- 16 SENIOR RESTED EN ON ANY LOCAL ON REST DAY REQUESTING EXTRA WORK: (RQRD)
- 16 01 SENIOR RESTED EN FROM KI-POOL ON REST DAY REQUESTING EXTRA WORK: (RQRD)
- 16 02 SENIOR RESTED EN FROM WF-POOL ON REST DAY REQUESTING EXTRA WORK: (RQRD)
- 16 03 SENIOR RESTED EN FROM WT-POOL ON REST DAY REQUESTING EXTRA WORK: (RQRD)
- 16 04 SENIOR RESTED EN FROM WK-POOL ON REST DAY REQUESTING EXTRA WORK: (RQRD)
- 17 SENIOR RESTED EN OFF-MILES: NOT REQUESTING
- 17 01 SENIOR QUALIFIED ESB OFF-MILES: NOT REQUESTING



**Local Rules Appendix C**  
**Ordering Extra Yards**  
**&**  
**Filling Ad Hoc Vacancies in Assigned Yard Service**  
**Yard Foremen, Yard Helper & Engineer**

**Yard Foreman: Extra Yards & Ad Hoc Yard Vacancies**

- 01 SENIOR RESTED QUALIFIED FO ON JOB.
- 02 FIRST RESTED QUALIFIED FO FROM BK-SB.
- 03 JUNIOR RESTED QUALIFIED FO FROM SAME OR CLOSEST START TIME.
- 04 SENIOR RESTED QUALIFIED FO FROM YARD ON REST DAY (RQOT)
- 05 SENIOR RESTED QUALIFIED FO FROM YARD REQUESTING DOUBLE OUT (RQOT)
- 06 SENIOR RESTED QUALIFIED FO REQUESTING OFF-MILES (RQOM)
- 07 JUNIOR QUALIFIED FO FROM BK-SB.BREAK REST >24FORCE
- 08 JUNIOR QUALIFIED FO FROM BK-SB.BREAK REST >8 MAY DECLINE CALL
- 09 JUNIOR RESTED QUALIFIED FO FROM EP-POOL.FORCED
- 10 JUNIOR RESTED QUALIFIED FO FROM WP-POOL.FORCED
- 11 JUNIOR RESTED QUALIFIED FO FROM NP-POOL.FORCED
- 12 FIRST QUALIFIED FO FROM EP-POOL.ASK TO BREAK REST!
- 13 FIRST QUALIFIED FO FROM WP-POOL.ASK TO BREAK REST!
- 14 FIRST QUALIFIED FO FROM NP-POOL.ASK TO BREAK REST!
- 15 JUNIOR RESTED QUALIFIED FO ON ANY LOCAL.MAY DECLINE CALL
- 15 01 JUNIOR RESTED QUALIFIED FO FROM WF-POOL.MAY DECLINE CALL
- 15 02 JUNIOR RESTED QUALIFIED FO FROM WT-POOL.MAY DECLINE CALL
- 15 03 JUNIOR RESTED QUALIFIED FO FROM KI-POOL.MAY DECLINE CALL
- 15 04 JUNIOR RESTED QUALIFIED FO FROM WK-POOL.MAY DECLINE CALL
- 16 SENIOR RESTED QUALIFIED FO OFF-MILES NOT REQUESTING.



**Yard Helper: Extra Yards & Ad Hoc Yard Vacancies**

- 01 FIRST RESTED QUALIFIED SW FROM BK-SB.
- 02 SENIOR RESTED QUALIFIED SW FROM YARD REQUESTING OT ON REST DAY (RQOT)
- 03 SENIOR RESTED QUALIFIED SW FROM YARD REQUESTING DOUBLE OUT (RQOT)
- 04 SENIOR RESTED QUALIFIED SW REQUESTING OFF-MILES (RQOM)
- 05 FIRST QUALIFIED SW FROM BK-SB. BREAK REST >24 FORCE
- 06 FIRST QUALIFIED SW FROM BK-SB ASK TO BREAK REST >12 MAY DECLINE
- 07 FIRST QUALIFIED SW FROM BK-SB ASK TO BREAK REST >8 MAY DECLINE
- 08 JUNIOR RESTED QUALIFIED SW FROM BK-SB. JUNIOR FORCED
- 08 01 JUNIOR RESTED QUALIFIED SW FROM WP-POOL. JUNIOR FORCED
- 08 02 JUNIOR RESTED QUALIFIED SW FROM NP-POOL. JUNIOR FORCED
- 08 03 JUNIOR RESTED QUALIFIED SW FROM EP-POOL. JUNIOR FORCED
- 09 JUNIOR QUALIFIED SW FROM WP-POOL. IF >24 HRS REST FORCE
- 09 01 JUNIOR QUALIFIED SW FROM EP-POOL. IF >24 HRS REST FORCE
- 09 02 JUNIOR QUALIFIED SW FROM NP-POOL. IF >24 HRS REST FORCE
- 10 JUNIOR QUALIFIED SW FROM BK-SB. ASK TO BREAK REST
- 10 01 JUNIOR QUALIFIED SW FROM WP-POOL. ASK TO BREAK REST
- 10 02 JUNIOR QUALIFIED SW FROM NP-POOL. ASK TO BREAK REST
- 10 03 JUNIOR QUALIFIED SW FROM EP-POOL. ASK TO BREAK REST
- 11 JUNIOR RESTED QUALIFIED SW ON ANY LOCAL. MAY DECLINE CALL
- 11 01 JUNIOR RESTED QUALIFIED SW FROM WF-POOL. MAY DECLINE CALL
- 11 02 JUNIOR RESTED QUALIFIED SW FROM WT-POOL. MAY DECLINE CALL
- 11 03 JUNIOR RESTED QUALIFIED SW FROM KI-POOL. MAY DECLINE CALL
- 11 04 JUNIOR RESTED QUALIFIED SW FROM WK-POOL. MAY DECLINE CALL
- 12 SENIOR RESTED QUALIFIED SW OFF-MILES/DAYS. NOT REQUESTING



**Engineer: Extra Yards & Ad Hoc Yard Vacancies**

- 01 FIRST RESTED EN FROM EN-SB
- 02 SENIOR RESTED EN FROM YARD REQUESTING 6TH SHIFT (RQE6)
- 03 CREW CONSIST RESTED EN FROM YARD REQUESTING 5TH SHIFT CHECK DBLE OUT (RQE5)
- 04 SENIOR RESTED QUALIFIED EN FROM YARD SENIOR ESB
- 04 01 SENIOR RESTED QUALIFIED EN IN ANY POOL SENIOR ESB
- 04 02 SENIOR RESTED QUALIFIED EN FROM BK-SB SENIOR ESB
- 04 03 SENIOR RESTED QUALIFIED EN ANY LOCAL SENIOR ESB
- 05 SENIOR RESTED DEMOTED EN FURLOUGH BOARD REQUESTING
- 06 SENIOR RESTED DEMOTED EN FURLOUGH NOT REQUESTING
- 07 SENIOR RESTED EN THAT HAS MISSED-CALL.
- 08 SENIOR RESTED QUALIFIED EN REQUESTING OFF-MILES (RQOM)
- 08 01 SENIOR RESTED QUALIFIED ESB REQUESTING OFF-MILES (RQOM)
- 09 FIRST EN FROM EN-SB. ASK TO BREAK REST.
- 10 SENIOR QUALIFIED ESB ASK TO BREAK REST
- 11 FIRST EN FROM EP-POOL. ASK TO BREAK REST !
- 12 FIRST EN FROM WP-POOL. ASK TO BREAK REST !
- 13 FIRST EN FROM NP-POOL. ASK TO BREAK REST !
- 14 FIRST RESTED EN FROM EP-POOL. FORCE 1ST RESTED
- 15 FIRST RESTED EN FROM WP-POOL. FORCE 1ST RESTED
- 16 FIRST RESTED EN FROM NP-POOL. FORCE 1ST RESTED
- 17 SENIOR RESTED EN ON ANY LOCAL ON REST DAY (RQRD)
- 17 01 SENIOR RESTED EN FROM WT-POOL ON REST DAY (RQRD)
- 17 02 SENIOR RESTED EN FROM WF-POOL ON REST DAY (RQRD)
- 17 03 SENIOR RESTED EN FROM KI-POOL ON REST DAY (RQRD)
- 18 01 SENIOR RESTED QUALIFIED EN OFF-MILES NOT REQUESTING
- 18 02 SENIOR RESTED QUALIFIED ESB OFF-MILES NOT REQUESTING



**Local Rules Appendix D**  
**Ordering Unassigned Work Trains**  
**&**  
**Filling Ad Hoc Vacancies in Assigned Work Train Service**  
**Conductors, Brakemen & Engineers**

**Conductor: Work Train Ad Hoc Vacancies – Assigned and Unassigned**

- 01 SENIOR RESTED QUALIFIED CO IN ANY POOL REQUESTING SPARE RUNNING: CHECK SEN 1<sup>ST</sup> OUT BK-SB (RQSR)
- 01 01 SENIOR RESTED QUALIFIED CO ON ANY LOCAL REQUESTING SPARE RUNNING: CHECK SEN 1<sup>ST</sup> OUT BK-SB (RQSR)
- 01 02 SENIOR RESTED QUALIFIED CO FROM BK-SB:
- 01 03 SENIOR RESTED QUALIFIED CO ON JOB: PROMOTION
- 02 SENIOR RESTED CO IN ANY POOL REQUESTING EXTRA WORK: CHECK SEN 1<sup>ST</sup> OUT BK-SB (RQRD)
- 02 01 SENIOR RESTED CO ON ANY LOCAL REQUESTING EX WORK: CHECK SEN 1<sup>ST</sup> OUT BK-SB (RQRD)
- 02 02 SENIOR RESTED QUALIFIED CO FROM BK-SB
- 03 FIRST RESTED QUALIFIED CO FROM BK-SB
- 04 SENIOR RESTED QUALIFIED CO REQUESTING OFF-MILES: (RQOM)
- 05 SENIOR RESTED CO WAITING TURN LONGEST
- 06 JUNIOR RESTED CO FROM EP-POOL: FORCE JUNIOR CO
- 07 JUNIOR RESTED CO FROM WP-POOL: FORCE JUNIOR CO
- 08 JUNIOR RESTED CO FROM NP-POOL: FORCE JUNIOR CO
- 09 JUNIOR RESTED QUALIFIED CO ON ANY LOCAL ON REST DAY: MAY DECLINE
- 09 01 JUNIOR RESTED QUALIFIED CO FROM WF-POOL: REST DAY: MAY DECLINE
- 09 02 JUNIOR RESTED QUALIFIED CO FROM WT-POOL: REST DAY: MAY DECLINE
- 09 03 JUNIOR RESTED QUALIFIED CO FROM KI-POOL: REST DAY: MAY DECLINE
- 09 04 JUNIOR RESTED QUALIFIED CO FROM WK-POOL: REST DAY: MAY DECLINE
- 10 JUNIOR QUALIFIED CO FROM BK-SB: BREAK REST >24FORCE
- 11 JUNIOR QUALIFIED CO FROM BK-SB: BREAK REST >12 MAY DECLINE
- 12 FIRST QUALIFIED CO FROM EP-POOL: ASK TO BREAK REST
- 13 FIRST QUALIFIED CO FROM WP-POOL: ASK TO BREAK REST
- 14 FIRST QUALIFIED CO FROM NP-POOL: ASK TO BREAK REST
- 15 SENIOR RESTED QUALIFIED CO FROM YARD: REQUESTING ROAD WORK (RQRD)
- 16 SENIOR RESTED QUALIFIED CO FROM FURLOUGH BOARD: REQUESTING
- 17 SENIOR RESTED QUALIFIED CO FROM FURLOUGH BOARD: NOT REQUESTING
- 18 SENIOR QUALIFIED CO FROM LAID OFF
- 19 SENIOR QUALIFIED CO OFF-MILES: NOT REQUESTING
- 20 SENIOR QUALIFIED CO OFF-MILES ASSIGNED AS AN EN: NOT REQUESTING

**Brakemen: Work Train Ad Hoc Vacancies – Assigned and Unassigned**

- 01 FIRST RESTED BK FROM BK-SB:
- 02 SENIOR RESTED QUALIFIED BK FROM FURLOUGH BOARD: REQUESTING
- 03 SENIOR RESTED QUALIFIED BK FROM FURLOUGH BOARD: NOT REQUESTING
- 04 SENIOR RESTED QUALIFIED BK FROM NP-POOL: WAITING TURN LONGEST
- 04 01 SENIOR RESTED QUALIFIED BK FROM WP-POOL: WAITING TURN LONGEST
- 04 02 SENIOR RESTED QUALIFIED BK FROM EP-POOL: WAITING TURN LONGEST
- 05 SENIOR RESTED QUALIFIED BK FROM YARD: REQUEST ROAD WORK (RQRD)
- 06 SENIOR RESTED QUALIFIED BK REQUESTING OFF-MILES: (RQOM)
- 07 JUNIOR QUALIFIED BK FROM BK-SB: IF >24 REST FORCE
- 08 JUNIOR QUALIFIED BK FROM BK-SB: IF >12 REST MAY DECLINE
- 09 JUNIOR RESTED QUALIFIED BK FROM EP-POOL: FORCE JUNIOR BK
- 10 JUNIOR RESTED QUALIFIED BK FROM WP-POOL: FORCE JUNIOR BK
- 11 JUNIOR RESTED QUALIFIED BK FROM NP-POOL: FORCE JUNIOR BK
- 12 JUNIOR QUALIFIED BK FROM NP-POOL: ASK TO BREAK REST
- 12 01 JUNIOR QUALIFIED BK FROM EP-POOL: ASK TO BREAK REST
- 12 02 JUNIOR QUALIFIED BK FROM WP-POOL: ASK TO BREAK REST
- 12 JUNIOR RESTED QUALIFIED BK ON ANY LOCAL ROSTER: MAY DECLINE CALL
- 13 01 JUNIOR RESTED QUALIFIED BK FROM WF-POOL ROSTER: MAY DECLINE CALL
- 13 02 JUNIOR RESTED QUALIFIED BK FROM WT-POOL ROSTER: MAY DECLINE CALL
- 13 03 JUNIOR RESTED QUALIFIED BK FROM KI-POOL ROSTER: MAY DECLINE CALL
- 13 04 JUNIOR RESTED QUALIFIED BK FROM WK-POOL ROSTER: MAY DECLINE CALL
- 14 SENIOR RESTED BK OFF-MILES:NOT REQUESTING



**Engineer: Work Train Ad Hoc Vacancies – Assigned and Unassigned**

- 01 FIRST RESTED EN FROM EN-SB.
- 02 SENIOR RESTED EN FROM YARD ON REST DAY. MUST PROTECT OWN ASSIGNMENT (RQRD)
- 03 SENIOR RESTED QUALIFIED EN FROM YARD: SENIOR ESB
- 03 01 SENIOR RESTED QUALIFIED EN IN ANY POOL: SENIOR ESB
- 03 02 SENIOR RESTED QUALIFIED EN FROM BK-SB : SENIOR ESB
- 03 03 SENIOR RESTED QUALIFIED EN ON ANY LOCAL:SENIOR ESB
- 04 SENIOR RESTED QUALIFIED EN FROM FURLOUGH BOARD: REQUESTING
- 05 SENIOR RESTED QUALIFIED EN FROM FURLOUGH BOARD: NOT REQUESTING
- 06 SENIOR RESTED EN WAITING TURN: IN ANY POOL
- 07 SENIOR RESTED QUALIFIED EN MISSED-CALL:
- 08 SENIOR QUALIFIED EN REQUESTING OFF-MILES: (RQOM)
- 08 01 SENIOR QUALIFIED ESB REQUESTING OFF-MILES:(RQOM)
- 09 FIRST EN FROM EN-SB : ASK TO BREAK REST
- 10 FIRST EN FROM EP-POOL: ASK TO BREAK REST
- 11 FIRST EN FROM WP-POOL: ASK TO BREAK REST
- 12 FIRST EN FROM NP-POOL: ASK TO BREAK REST
- 13 FIRST RESTED EN FROM EP-POOL: FORCE 1ST RESTED
- 14 FIRST RESTED EN FROM WP-POOL: FORCE 1ST RESTED
- 15 FIRST RESTED EN FROM NP-POOL: FORCE 1ST RESTED
- 16 SENIOR RESTED EN ON ANY LOCAL ON REST DAY REQUESTING EXTRA WORK: (RQRD)
- 16 01 SENIOR RESTED EN FROM KI-POOL ON REST DAY REQUESTING EXTRA WORK: (RQRD)
- 16 02 SENIOR RESTED EN FROM WF-POOL ON REST DAY REQUESTING EXTRA WORK: (RQRD)
- 16 03 SENIOR RESTED EN FROM WT-POOL ON REST DAY REQUESTING EXTRA WORK: (RQRD)
- 16 04 SENIOR RESTED EN FROM WK-POOL ON REST DAY REQUESTING EXTRA WORK: (RQRD)
- 17 SENIOR RESTED EN OFF-MILES: NOT REQUESTING
- 17 01 SENIOR QUALIFIED ESB OFF-MILES: NOT REQUESTING



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**Memorandum of Agreement between Canadian Pacific Railway and the Teamsters Canada Rail Conference (Engineers & Trainmen) covering the establishment and operation of Sparwood as a Run Through, Away From Home Terminal for Cranbrook Engineers & Trainmen. ([Back to RT Index](#))**

1. This Memorandum of Agreement will govern the manning of all trains operating in both directions on the Fording River subdivision, the Byron Creek Subdivision, and the Cranbrook subdivision between Cranbrook/Fort Steele and Crowsnest/Sparwood.
2. Crews operating these trains, as well as such trains arriving and departing Fort Steele on the Windermere Subdivision, will be governed by this Memorandum of Agreement. Except as provided herein, schedule rules will apply.
3. The Memorandum of Agreement signed at Calgary, April 17, 1984, in respect of the establishment of Sparwood as an away-from-home terminal for Cranbrook Engineers/Trainmen is cancelled inasmuch as it is replaced by this Memorandum. Any portion of Arbitrator Kates award dated April 1, 1984 not changed by this agreement, will remain in effect.
4. Sparwood will be an away-from-home terminal for Cranbrook Engineers/Trainmen as provided herein. Except as provided herein, Crowsnest will remain as an away-from-home terminal for Cranbrook Engineers/Trainmen.
5. Crews laying over in Sparwood will be accommodated in the resthouse at that location. This resthouse will be equipped as follows:
  - (a) A line-up device, one direct telephone line to the calling Bureau and two B.C. Telephone phones which will not allow long distance calls other than collect or credit card.
  - (b) The resthouse at Sparwood will be provided with the following recreation facilities:
    - 1 Pool table**
    - 1 Shuffleboard**
    - 1 Ping-pong table**
    - 1 Exercise set in gym with sufficient apparatus for 3 different users**
    - 1 Sauna**
    - 2 T.V. sets – 1 on lower level and 1 on upper level**
  - (c) **1 washer and dryer**
6. Wherever this Memorandum of Agreement refers to transportation of crews, the Company will provide free transportation in a vehicle of adequate size, with a competent driver.
7. Engineers/Trainmen at Cranbrook required for service to Sparwood, Crowsnest or Golden from Fort Steele will be so advised at the time of call and will report for duty at Cranbrook at the time ordered for. The crew will be transported from Cranbrook to Fort Steele. Payment for initial terminal time will commence from the time of reporting for duty at Cranbrook until the departure of the locomotive from the outer main track switch or designated point at Fort Steele.
8. Engineers/Trainmen completing road trips at Fort Steele will be transported to Cranbrook.

Payment for final terminal time will commence from the time locomotive reaches the outer main track switch or designated point at Fort Steele until the time of final release from duty at Cranbrook. ([Back to RT Index](#))

- [LOU Re: Taxiing to a point east of Fort Steele \(West of Sparwood\) to lift an empty train thru to a mine.](#)
9. Engineers/Trainmen arriving at Golden from Fort Steele will run first-in first-out with other Engineers/Trainmen arriving at Golden from the Windermere Subdivision and will be accommodated in the resthouse at that location.
    - [LOU Re: DHIT Agreement for Straight-Away Trains at Crowsnest](#)
    - [LOU Re: Coal DHIT Agreement for Straight-Away & Turn Around Service at Sparwood](#)
  10. This has reference to operation of unit trains in run-through (pooled) caboose operation between Crowsnest and Golden via Fort Steele and has particular reference to the Letter of Understanding dated April 17, 1984, with respect thereto. Inasmuch as the clauses to which reference is made in that letter will be deleted from the Memorandum of Agreement and transferred to become Paragraphs 6, 7, 8, 9, 12, and 14 of this Memorandum of Agreement covering the Establishment and Operation of Sparwood as a Run-Through Away-from-home Terminal dated 0001, August 2, 1993, these paragraphs will be applicable in the operation of such unit trains.
    - [LOU Re: Crew at Crowsnest Taking Off & On Call](#)
  11. Engineers/Trainmen completing road trips at Crowsnest will be transported to Sparwood. Payment for final terminal time will commence from the time locomotive reaches the outer main track switch or designated point at Crowsnest until the time of final release from duty at the Sparwood resthouse.
    - [LOU Re: Final Time When Relieved Enroute to Crowsnest in Straight Away Service from Cranbrook](#)
  12. Engineers/Trainmen arriving at Sparwood from Crowsnest will run first-in first-out with other Engineers/Trainmen arriving at Sparwood from the Fording River, Byron Creek, and Cranbrook Subdivisions and will go off duty at the Sparwood resthouse.
  13. Engineers/Trainmen at Sparwood for service at Crowsnest, will report for duty at the Sparwood resthouse. The crew will be transported from Sparwood to Crowsnest. Payment for initial terminal time will commence from the time of reporting for duty at Sparwood until the departure of the locomotive from the outer main track switch or designated point at Crowsnest.
  14. Engineers/Trainmen going off duty at Sparwood will establish their turn in the unassigned pool according to their off duty time. When two or more off duty times are identical, the crew going on duty first at Cranbrook will stand first out of these two or more crews, and so on.
  15. Engineers/Trainmen at the Sparwood resthouse will not be entitled to a run-around payment when other Engineers operate trains through Sparwood as provided in this Agreement.
  16. The designated point for Sparwood on the Fording River Subdivision will be the location of the spur track switch at Elkview to enter Elkview spur track at Mileage 0.7.

17. Engineers/Trainmen will receive at least a one and a half hour call at Sparwood and Golden.
  - [LOU Re: Crew at Crowsnest Taking Off & On Call](#)
  - [Local Rule 12.7 \(i\) - Deadhead ahead of Working Crew - When on MTOD or After Making Turn](#)
18. Engineers/Trainmen will not be required, nor permitted, to make more than one tour of duty in turnaround service out of Sparwood.
  - [Local Rule 12.7 \(i\) - Deadhead ahead of Working Crew - When on MTOD or After Making Turn](#)
19. When required, relief for crews on the Cranbrook, Fording River and Byron Creek Subdivisions will be provided from Sparwood except that crews west of Sparwood will be relieved by crews from Cranbrook.
  - [Coal DHIT Appendix \(Article 4\) Re: Crews called in TAS out of Cranbrook proceeding into Sparwood](#)
20. For information purposes only, the proposed loading or storage location of empty coal trains will be provided to the crew at time of call at Cranbrook. It is recognized that this location is subject to change dependent on customer and/or operational requirements.
21. It is recognized that at the time of call, due to track blocks account maintenance work programs, Engineers/Trainmen may be unable to complete a trip in straightaway service to Fort Steele. In these circumstances, the Locomotive Engineer will be called in turnaround service at Sparwood. Payment of actual miles run, minimum of 100 miles will apply. Payment for initial terminal time will commence from the time of reporting for duty at the Sparwood resthouse until departure of the locomotive from originating or change-off point. Payment for turnaround time shall not be used to make up a minimum day. The payment of final terminal time will commence from the time the locomotive reaches the outer main track switch or designated point at Sparwood or the change-off point until the time of final release from duty at Sparwood resthouse.
22. Engineers/Trainmen on northward / eastward unit coal trains, destined to load at Fording, Greenhills, Line Creek or Byron creek mines and southward / westward unit coal trains from the Fording, Greenhills, Line Creek or Byron Creek mines once loaded, delayed at Sparwood will be paid for all time held in excess of 20 minutes at twelve and one half miles per hour on the minute basis. Time in excess of 20 minutes will be computed from the time locomotive arrives at the outer main track switch until departs from the outer main track switch or designated point.
23. For the purpose of applying the length of run provision of the Conductor Only Agreement, the actual miles run, as shown in the actual miles box on the trip ticket, will be used.
  - [Local Rule 15.4 – To generate Length of Run Claim at least 2 miles must be entered in the Run Miles Field](#)
24. Final terminal time for Engineers/Trainmen not to be use to make up a minimum day in the context of the terms of this Agreement.
25. Trains operating on the Cranbrook, Fording River, and Byron Creek Subdivisions will be manned as follows.

**(a) TRAINS OPERATING FROM CRANBROOK TO CROWSNEST:**

An Engineers/Trainmen at Cranbrook will be called to make a straightaway trip from Cranbrook to Crowsnest and go off duty at Sparwood in accordance with Paragraph 11 of this Agreement.

**(b) TRAINS OPERATING FROM CROWSNEST TO CRANBROOK:**

Engineers/Trainmen at Sparwood will be called in accordance with Paragraph 13 of this agreement to make a straightaway trip from Crowsnest to Cranbrook.

**(c) TRAINS OPERATING FROM FORT STEELE TO CROWSNEST:**

An Engineer/Trainman at Cranbrook will be called in accordance with Paragraph 7 of this Agreement to make a straightaway trip to Crowsnest and go off duty at Sparwood in accordance with Paragraph 11 of this Agreement.

**(d) TRAINS OPERATING FROM CROWSNEST TO FORT STEELE:**

An Engineer/Trainman at Sparwood will be called in accordance with Paragraph 13 of this Agreement to make a straightaway trip from Crowsnest to Fort Steele and go off duty at Cranbrook in accordance with Paragraph 8 of this agreement.

**(e) UNIT COAL TRAINS OPERATING FROM FORT STEELE TO LOAD AT ELKVIEW AND RETURN TO FORT STEELE**

- i) An Engineer/Trainman at Cranbrook will be called in accordance with Paragraph 7 of this Agreement to make a straightaway trip to Sparwood and on arrival will proceed to load the train at Elkview on final terminal time. Actual miles run, minimum 100 will apply. Crew will be transported to the Sparwood resthouse if the change off is at Elkview. Payment of final terminal time will commence from the time locomotive reaches the outer main track switch or designated point Sparwood until the time of final release from duty at Sparwood resthouse.
- ii) An Engineer/Trainman at Sparwood will be called to make a straightaway trip Sparwood to Fort Steele. If the change-off is at Elkview, the crew will be transported to the train and complete loading on initial terminal time. Payment for initial terminal time will commence from the time of reporting for duty at the Sparwood resthouse until the departure of the locomotive from the outer main track switch or designated point at Sparwood and 100 miles Sparwood to Fort Steele.

Engineer/Trainman will go off duty at Cranbrook in accordance with Paragraph 8 of this Agreement.

**(f) UNIT COAL TRAINS OPERATING FROM FORT STEELE TO LOAD AT LOCATIONS OTHER THAN ELKVIEW AND RETURN TO FORT STEELE:**

- i.) An Engineer/Trainman at Cranbrook will be called in accordance with Paragraph 7 of this Agreement to make a straightaway trip to Sparwood via the loading location. The crew will operate the train through Sparwood to the mine and proceed to load

on terminal turnaround time.

- ii.) Actual miles run will be 175 from Fort Steele to the spur track switch at the mine.
- iii.) If the first crew completes loading and departs from the mine actual miles run will apply from the spur track switch to the change off point or to Sparwood if that is the change-off point. Time at the turnaround point will be calculated from the time the locomotive arrives at the spur track switch until the locomotive departs from the spur track switch. Such turnaround time shall not be used to make up a minimum day.

In the application of this Item (iii):

An Engineer/Trainman relieved at the mine will be transported to the Sparwood resthouse on final terminal time. Turnaround time shall end and final terminal time shall begin when the Engineer/Trainman boards the transportation for Sparwood. Payment for final terminal time will apply until the time of final release from duty at Sparwood resthouse.

**OR**

An Engineer/Trainman relieved after the loaded train departs the mine enroute to Sparwood will be transported to the Sparwood resthouse on final terminal time. Payment for final terminal time will commence from the time the locomotive reaches the change-off point until the time of final release from duty at Sparwood resthouse.

**OR**

An Engineer/Trainman relieved at Sparwood will be allowed final terminal time payment from the time the locomotive reaches the outer main track switch or designated point at Sparwood until the time of final release from duty at Sparwood resthouse.

- iv.) Except as provided for in paragraph 21 of this Memorandum an Engineer/Trainman at Sparwood will be called to make a straightaway trip from the change-off point to Fort Steele and will go off duty at Cranbrook in accordance with Paragraph 8 of this Agreement. Engineers/Trainmen will be transported to the change-off point except Sparwood. Payment for initial terminal time will commence from the time of reporting for duty at the Sparwood resthouse until the departure of the locomotive from the change-off location. Payment of actual miles run from the change-off location to Sparwood and 100 miles Sparwood to Fort Steele will apply.

**(g) UNIT COAL TRAINS OPERATING FROM FORT STEELE TO ANY MINE ON THE FORDING RIVER OR BYRON CREEK SUBDIVISION DESTINED EAST OF CROWSNEST ONCE LOADED:**

- i.) An Engineer/Trainman at Cranbrook will be called in accordance with Paragraph 7 of this Agreement to make a straightaway trip to Crowsnest via the loading location. The crew will operate the train through Sparwood to the mine and proceed to load on terminal turnaround time.
- ii.) Actual miles run will be 175 from Fort Steele to the spur track switch at the mine except that Elkview will be actual miles run, (minimum 100) to the outer main track switch or

designated point at Sparwood.

- iii.) If the first crew completes loading and departs from the mine actual miles run will apply from the spur track switch to the change-off point or to Crowsnest except that Elkview will apply from the outer main track switch or designated point at Sparwood. Time at the turnaround point will be calculated from the time the locomotive arrives at the spur track switch until the locomotive departs from the spur track switch, except that Elkview will be calculated from the time the locomotive arrives at the outer main track switch or designated point at Sparwood until the locomotive departs from the outer main track switch or designated point at Sparwood. Such turnaround time shall not be used to make up a minimum day.

In the application of this Item (iii):

An Engineer/Trainman relieved at the mine will be transported to the Sparwood resthouse on final terminal time. Turnaround time shall end and final terminal time shall begin when the Engineer/Trainman boards the transportation for Sparwood. Payment for final terminal time will apply until the time of final release from duty at Sparwood resthouse.

**OR**

An Engineer/Trainman relieved after the loaded train departs the mine enroute to Crowsnest will be transported to the Sparwood resthouse on final terminal time. Payment for final terminal time will commence from the time locomotive reaches the change-off point until the time of final release from duty at Sparwood resthouse.

**OR**

If the first Engineer/Trainman loads the train and operates it to Crowsnest, he will go off duty at Sparwood in accordance with Paragraph 11 of this Agreement.

- iv.) If relief is required, an Engineer/Trainman at Sparwood will be called to make a turnaround trip from the change-off point to Crowsnest. Engineers/Trainmen will be transported to the change-off point except Sparwood. Payment on initial terminal time will commence from the time of reporting for duty at the Sparwood resthouse until the departure of the locomotive from the change-off location. Payment of actual miles run, minimum 100 will apply. Payment for time at turnaround point will not be used to make up at minimum day. The Locomotive Engineer will go off duty at Sparwood in accordance with Paragraph 11 of this Agreement.
- v.) In the event that the second, or subsequent, Engineer/Trainman called requires relief before departing from the mine, terminal turn around time plus a minimum day of 100 miles will apply. Terminal turn around time shall begin when the Locomotive Engineer boards the train at the change off location and shall end when the Locomotive Engineer boards the transportation for Sparwood.

**(h) UNIT COAL TRAINS OPERATING FROM CROWSNEST TO ANY MINE ON THE FORDING RIVER OR BYRON CREEK SUBDIVISIONS DESTINED TO FORT STEELE ONCE LOADED:**

- i) An Engineer/Trainman at Sparwood will be called in accordance with Paragraph 13 of this Agreement to make a turnaround trip from Crowsnest to the mine to Sparwood.
- ii) Payment will be on the basis of initial terminal time, actual miles run minimum 100, turnaround time and final terminal time. Time at the turnaround point will not be used to make up a minimum day. Payment for final terminal time will commence from the time the locomotive reaches the change-off point (or an Engineer/Trainman boards the transportation provided if the change-off point is the mine) until the time of final release from duty at Sparwood resthouse.
- iii) Except as provided for in Paragraph 21 of this Memorandum, an Engineer/Trainman at Sparwood will be called to make a straightway trip to Fort Steele and will go off duty at Cranbrook in accordance with Paragraph 8 of this Agreement. Engineers/Trainmen will be transported to the change-off point except Sparwood. Payment of initial terminal time will commence from the time of reporting for duty at the Sparwood resthouse until the departure of the locomotive from the change-off location. Payment of actual miles from the change-off location to Sparwood and 100 miles Sparwood to Fort Steele will apply.

**(i) UNIT COAL TRAINS OPERATING FROM CROWSNEST TO ANY MINE ON THE FORDING RIVER OR BYRON CREEK SUBDIVISIONS DESTINED EAST OF CROWSNEST ONCE LOADED:**

- i) An Engineer/Trainman at Sparwood will be called in accordance with Paragraph 13 of this Agreement to make a turnaround trip from Crowsnest to the mine to Crowsnest.
- ii) Payment will be on the basis of initial terminal time, actual miles run minimum 100, turnaround time and final terminal time. Time at the turnaround point will not be used to make up a minimum day. Payment for final terminal time will commence from the time the locomotive reaches the change-off point (or Engineer/Trainman boards the transportation provided if the change-off point is the mine) until the time of final release from duty at Sparwood resthouse.
- iii) If relief is required, an Engineer/Trainman at Sparwood will be called to make a turnaround trip to Crowsnest. Engineers/Trainmen will be transported to the change-off point except Sparwood. Payment of initial terminal time will commence from the time of reporting for duty at the Sparwood resthouse until the departure of the locomotive from the change-off location. Payment of actual miles run from change-off location to Crowsnest minimum 100 will apply. Engineer/Trainman will go off duty at Sparwood in accordance with Paragraph 11 of this Agreement.
- iv) In the event that the second, or subsequent, Engineer/Trainman called requires relief before departing from the mine, terminal turn around time plus a minimum day of 100 miles will apply. Terminal turn around time shall begin when the Engineer/Trainman boards the train at the change off location and shall end when the Engineer/Trainman boards the transportation for Sparwood.

**(j) MINI TRAINS, SCALE TEST TRAINS AND OTHER SUCH MISCELLANEOUS TRAINS OPERATING ON THE FORDING RIVER, BYRON CREEK SUBDIVISIONS AND THE CRANBROOK SUBDIVISION EAST OF OLSON**

- i) An Engineer/Trainman at Sparwood will be called to make a turnaround trip or a

straightaway trip to Cranbrook or Fort Steele via a mine as may be required. The Engineer/Trainman will be transported to the train, if necessary. Payment for initial terminal time will commence from the time of reporting for duty at the Sparwood resthouse until the departure of the locomotive from the starting point of the day. Payment of actual miles run, minimum 100 will apply. Payment for time at turnaround points will not be used to make up a minimum day.

- ii) Such Engineer/Trainman called to make a turnaround trip, will be transported, if necessary, to the Sparwood resthouse at the end of the tour and will go off duty. Payment for final terminal time will commence from the time the locomotive reaches the tie-up or change-off point (or Engineer/Trainman board the transportation provided, if the change-off point is the mine) until the time of final release from duty at Sparwood resthouse.
- iii) Engineer/Trainman called to make a straightaway trip will go off duty at Cranbrook.

- **LOU re: DHIT Deadheading for Mini's and Miscellaneous Trains (Coal DHIT Agreement)**
- **LOU re: Crewing and work conditions for Scale Test Train**

**(k) UNIT COAL TRAINS OPERATING FROM FORT STEELE TO SPARWOOD FOR STORAGE:**

- i) An Engineer/Trainman at Cranbrook will be called in accordance with Paragraph 7 of this Agreement to make a straightaway trip to Sparwood and go off duty at the resthouse. Actual miles-run, minimum 100 miles will apply.
- ii) Payment for final terminal time will commence from the time the locomotive reaches the outer main track switch or designated point at Sparwood until the time of final release from duty at Sparwood resthouse.
- iii) Except as provided for in paragraph 21 of this Memorandum, when such train is to be activated at Sparwood, an Engineer/Trainman at Sparwood will be called to make a straightaway or turnaround trip depending upon whether the load is destined for Fort Steele or Crowsnest. Provisions of this Agreement will apply in the manning of such train.

**(l) UNIT COAL TRAINS OPERATING FROM FORT STEELE TO NATAL FOR STORAGE:**

- i) An Engineer/Trainman at Cranbrook will be called in accordance with Paragraph 7 of this Agreement to make a straightaway trip to Sparwood and go off duty at the Sparwood resthouse. Actual miles run, minimum 100 miles will apply.
- ii) Payment for final terminal time will commence from the time the locomotive reaches the outer main track switch or designated point at Sparwood until the time of final release from duty at Sparwood resthouse. Engineer/Trainman will be transported to the Sparwood resthouse where necessary.
- iii) Engineer/Trainman may be required to operate the locomotives and caboose to Crowsnest or Sparwood.
- iv) Except as provided for in Paragraph 21 of this Memorandum, when such train is to be activated at Natal, an Engineer/Trainman at Sparwood will be called for a straightaway or turnaround trip and will operate the train from Natal to the loading location and to Sparwood, Fort Steele or Crowsnest depending on whether the loaded train destination

is Fort Steele or Crowsnest. Provisions of this Agreement will apply in the manning of such train.

**(m) UNIT COAL TRAINS STORED AT RILEY:**

As per the Collective Agreement.

**(n) UNIT COAL TRAIN ACTIVATED FROM STORAGE AT RILEY:**

- i) An Engineer/Trainman at Cranbrook will be called to make a straightaway trip to Sparwood via the loading location.
- ii) Payment for initial terminal time will commence from the time of reporting for duty at Cranbrook until the departure of the locomotive from the outer main track switch or designated point at Fort Steele.
- iii) Provisions of this Agreement will apply in the manning of such train.

This Memorandum of Agreement will be effective 0001, August 2, 1993, for a trial basis of Ninety (90) days from this date and unless cancelled at that time, will remain in effect thereafter until revised or cancelled by either party upon giving Sixty (60) days written notice to the other.

Should this Memorandum of Agreement be cancelled, such cancellation shall serve to immediately restart Agreements that were in effect prior to the implementation of this agreement.

**Agreements**

April 17, 1984 - Agreement establishing Sparwood as an away-from-home terminal.

April 17, 1984 - Letter of Understanding Run Through Pool Cabooses

April 17, 1984 - Letter of Understanding - Designated switch at Sparwood.

Signed at Cranbrook this 29th day of November , 1993.

**MEMORANDUM OF AGREEMENT BETWEEN CANADIAN PACIFIC RAILWAY COMPANY AND TEAMSTERS CANADA  
RAIL CONFERENCE PURSUANT TO THE ESTABLISHMENT AND OPERATION OF DIRECT HIT DEADHEAD SERVICE  
FOR UNASSIGNED CREWS ON THE CRANBROOK, FORDING AND BYRON CREEK SUBDIVISIONS.**

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This refers to our discussions with respect to the crewing of coal trains at the mines, Coal Mountain, Elkview, Line Creek, Greenhills and Fording.

The Sparwood Run Through Memorandum of Agreement, dated November 29<sup>th</sup>, 1993, shall be administered in accordance with this Letter of Understanding and with respect to the intent of the parties pursuant to Direct Hit Deadhead Service as herein provided.

**Note: This Memorandum was updated February 23rd, 2005 with the express intent of the parties to combine the original Coal Direct Hit Agreement (dated April 24, 2003) and the related Coal Direct Hit Appendix Memorandum (dated April 24, 2004) into a single document.**

1. Crews on trains on the Cranbrook, Fording and Byron Creek Subdivisions that may arrive at Sparwood in time to protect a Coal train at Sparwood will be contacted by the RTC or designated company representative to determine if they will protect any such train. A failure to commit to protect a particular train will eliminate any right of the crew to a run-around penalty claim in the event of being run around by a crew called for a direct hit deadhead to crew such train.
  - (i) Engineers and Conductors arriving at Sparwood in working service will be permitted to take a short call including an on and off call to protect a call for a particular train in application of this memorandum provided this does not result in an Engineer or Conductor available at the Sparwood Resthouse being run around.
  - (ii) Crews called in Direct Hit Service to a mine, will be shown arriving in Sparwood 1 hour and 30 minutes after the call time in Cranbrook, regardless of the actual arrival time. This provision will also apply to crews called for Direct Hit Deadhead to Crowsnest as per the Letter of Understanding dated September 22, 1995.
2. In the event a crew is not available at Sparwood to protect a coal train as provided by the Sparwood Run Through agreement and this memorandum the company may call a crew in Direct Hit Deadhead service to crew a specific coal train in straightaway service to either Cranbrook or Fort Steele, such crew will be advised of these particulars at the time of call.
  - (i) The company may call crews in Direct Hit Deadhead service to crew coal trains at Sparwood which would normally be called in turn around service pursuant to the Sparwood Run Through Agreement provided such crew is called in straight away service from Cranbrook return to Cranbrook in accordance with the provisions of this agreement.

A crew called in Direct Hit Deadhead service for a train which is normally called in turn around service at Sparwood will in addition to the deadhead payment from Cranbrook to Sparwood provided by this agreement and in addition to the pay for the trip provided by the applicable agreements be entitled to a 100 mile deadhead payment for the return deadhead from Sparwood to Cranbrook.
3. Crews called in Direct Hit Deadhead service will claim a single tour of duty from Cranbrook to Sparwood return to Cranbrook In the application of this agreement, deadheading service will end upon arrival at Sparwood, for which 100 miles will be paid, and payment for the working

portion will then commence pursuant to the conditions of the Sparwood Run-Through Agreement, unless otherwise provided herein.

4. Crews called in direct hit deadhead service pursuant to this memorandum may book rest to be off duty within twelve hours (12) hours from the time reporting on duty at Cranbrook.
  - (i) A crew on duty in excess of twelve hours (12) hours from the time reporting on duty at Cranbrook will be paid the premium payment provided in the road service rest provisions of the respective TCRC collective agreements. This provision will also apply to crews called for Direct Hit Deadhead to Crowsnest as per the Letter of Understanding dated September 22, 1995.
5. In application of those provisions of the Sparwood Run Through Agreement which provide for a crew called for a coal train to a mine, other than Elkview, to claim at least 175 run miles it is hereby confirmed that such crew is entitled to the 175 run mile claim even if removed from the train at Sparwood, or east/north thereof, en route to the mine.
6. In application of the Sparwood Run Through Agreement and associated memorandums the normal call times for relief crews to be called, subject to the respective rest provisions of the applicable Collective Agreements, shall be;
  - (i) For a Crew called straight away from Fort Steele to either Elkview or Line Creek; relief will be called eight (8) hours from time the crew is ordered at Cranbrook, for a second or subsequent crew called straight away to Fort Steele relief will be ordered after 6 hours, except as provided in Article 2 (III) & (IV) below.
  - (ii) For a Crew called straight away from Fort Steele to a mine other than Elkview or Line Creek relief will be called seven (7) hours from the time the crew is ordered at Cranbrook. For a second or subsequent crew called straight away to Fort Steele relief will be ordered after 6 hours, except as provided in Article 2 (III) & (IV) below.
  - (iii) For a crew called in TAS at Sparwood relief for the second or subsequent crew shall be ordered eight (8) hours, seven (7) hours at Fording, from the time ordered or entering working service at Sparwood, except as provided in Article 2 (IV) below.
  - (iv) The normal relief times provided by these guidelines do not apply in cases where it can be reasonably anticipated that a crew should have been able to complete their tour and report off duty at either Cranbrook or Sparwood within 10 hours, this includes those instances where the company decides to order a crew at Cranbrook to provide relief west of Sparwood.
7. In those cases where it is apparent a crew who has given proper notice of rest, pursuant to the rest provisions of the respective TCRC Collective Agreements, an accommodation may be reached to facilitate a change off west of Sparwood when relief has been ordered out of Cranbrook.

A crew being relieved under these circumstances may, at their discretion, agree to exceed 10 hours on duty in order to proceed west of Sparwood to complete the change off.

Subject to this provision crews that agree to this arrangement and are in excess of 10 hours reporting off duty at Cranbrook shall be paid the premium payment provided by the road service – rest provisions of the respective TCRC Collective Agreements.

**Note: Crews called in Direct Hit Deadhead service will deduct their deadhead time from Cranbrook to Sparwood (1 ½ hours) in computing their entitlement and obligations with respect to the provisions of this Article.**

8. In the event the company is not able to take advantage of the opportunity provided by Article 7 of this memorandum the Company may request that a crew called at Cranbrook in TAS to relieve a train west of Sparwood taxi through to Sparwood to provide relief in a timely fashion to the train they were originally called to relief.

This arrangement is subject to the following conditions;

- (i) The change off will occur at either Sparwood or Elkview, the loading process (finished loading and spraying) will have been completed, and the return portion of the trip will be for straight away service to Fort Steele or Cranbrook.
  - (ii) Such crew will be entitled to a 100 mile deadhead payment to Sparwood with the return portion of their trip to be paid as provided by the applicable TCRC Collective Agreements and/or the Sparwood Run Through Agreement. The working portion of the trip shall commence upon arrival at Sparwood.
  - (iii) The company will not be entitled to avail themselves of the provisions of this Article when there are crews available at Sparwood to accept a call for this work at the time the relief crew arrives at Sparwood.
9. All employees called at Cranbrook in TAS service West of Sparwood on the Cranbrook subdivision shall be entitled to claim turn around time exclusive of a minimum day for all time so occupied.
10. Crews on trains at Elkview Mine who are on duty in excess of 10 hours will be paid the premium payment provided by the road service – rest provisions of the respective TCRC Collective Agreements.
11. Crews relieved at a mine prior to any actual miles being run will claim two run miles in order to generate payment of the length of run provisions of the respective TCRC Collective Agreements.
12. Local rules are hereby amended to permit Cranbrook RTE's 8 hours rest when returning from being off for miles.
13. Subsequent to ratification of this memorandum the Company will provide the Council with the appropriate records necessary to verify the material affects of this agreement with respect to work conditions and jobs. To this end the parties may agree to negotiate conditions to address such adverse affects or as would be their right may serve notice and withdraw from this agreement as herein provided.
14. This document accurately reflects the resolve of the parties as herein provided and therefore accordingly agree to recommend ratification of this agreement to their principles.
15. This Memorandum of Agreement will be effective February 23<sup>rd</sup>, 2005 and will remain in effect thereafter until revised by mutual understanding or unless cancelled by either party upon giving thirty (30) days written notice to the other.

DATED AT CRANBROOK, B.C. this February 23<sup>rd</sup>, 2005. .

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Stan Bell  
Interior Service Area Manager

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K.B. Wachs  
Manager Operations Road

I CONCUR:

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J.K. Jeffries  
Local Chairman,  
TCRC (Conductors, Trainmen, Yardmen)

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A.E. Singer  
Local Chairman,  
TCRC (Engineers)

## DHIT LOU CROWSNEST TRAINS – 1995 (Lancaster & Jeffries)

### [Back to Article 10 of the Sparwood Run Through Agreement](#)

Files: UTU and BLE

September 22, 1995

Mr. J.K. Jeffries  
Local Chairman  
Canadian Council of Railway  
Operating Unions (UTU)  
Ste. 302, 105 - 9th Avenue S  
Cranbrook, B.C.  
V1C 2M1

Mr. D.L. Lancaster  
Local Chairman  
Canadian Council of Railway  
Operating Unions (BLE)  
3701 - 49th Street South  
Cranbrook, B.C.  
VIC 4H4

Dear Sirs:

This refers to our meeting at Calgary, September 22, 1995 in respect to the crewing of westbound trains at Crowsnest.

As a result of this meeting, the following is agreed upon, on a trial implementation basis for a period of sixty (60) days, during which time both parties will study the operation with a view to possible improvement or enhancement. If at the conclusion of this trial period the parties are mutually satisfied, appropriate language pertaining to the direct hit deadheading of crews from Cranbrook to Crowsnest will then be incorporated into the Memorandum of Agreement signed at Cranbrook, B.C. with respect to the establishment and operation of Sparwood as a Run-Through, Away-From-Home Terminal for Cranbrook, as Appendix "A".

1. Crews on trains on the Cranbrook, Fording and Byron Creek Subdivisions that may be off duty at Sparwood in time to protect a train, other than a coal train, from Crowsnest will be contacted by the RTC or designated supervisor to determine if they will protect the train in question. A failure to commit to protect such train will eliminate any right of the crew to a run around penalty claim in the event of being ran around by a crew called for a direct hit deadhead.
2. In the event that a crew is not available at Sparwood to protect a Westbound train, other than a coal train, for Ft. Steele or Cranbrook, it is in order to call a crew for a direct hit deadhead from Cranbrook to Crowsnest and return.
3. Crews called in this service will claim a single tour of duty from Cranbrook to Crowsnest and return, with the stipulation that the deadhead portion of the trip will be for not less than 100 miles over and above the working portion of the trip.
4. In the application of this agreement, deadheading service will end and turnaround time will commence at Sparwood and continue until the departure of the locomotive from the outer main track switch or designated point at Crowsnest.
5. Crews in direct hit deadhead service between Cranbrook and Crowsnest may book rest after 12 hours on duty.

6. In applying this agreement, it is understood that the intent is to have crews returned to Cranbrook and off duty within 12 hours on duty, calculated from the time the crew commences duty at Cranbrook

Yours truly,

**'J.H. McFarlane'**  
Division Manager

I CONCUR:

**'J.K. Jeffries'**  
Local Chairman, UTU

**'D.L. Lancaster'**  
Local Chairman, BLE

October 15<sup>th</sup>, 2004

Al Singer  
Local Chairman (Engineers)  
Teamsters Canada Rail Conference  
Division 563  
Cranbrook, B.C.

Ken Jeffries  
Local Chairman (Trainmen)  
Teamsters Canada Rail Conference  
Division 563  
Cranbrook, B.C.

Dear Sirs,

**RE: Crew called in UCTS required to handle locomotives from Cranbrook to Fort Steele.**

This memorandum confirms our mutual understanding of October 8th, 2004 with respect to Engineers/Trainmen at Cranbrook required for straight away service to Sparwood, Crowsnest or Golden from Fort Steele as defined in Article 7 of the Sparwood Run Through Agreement.

Specifically we agreed that a crew so ordered rather than being transported by taxi from Cranbrook to Fort Steele may be utilized to handle locomotives from Cranbrook to Fort Steele. A crew required to handle locomotives as provided herein will be compensated accordingly;

1. Payment for initial terminal time will commence from the time of reporting for duty at Cranbrook until subsequent departure from the outer main track switch or designated point at Fort Steele, in addition,
  - a. A crew called North on the Windermere Subdivision will be paid the fixed mileage of 177 (fixed mileage train from Cranbrook to Golden), or
  - b. A crew called East on the Cranbrook Sub to Crowsnest or Sparwood will be paid an additional 10 run miles pursuant to the respective agreements,
2. A crew relieved prior to departing Fort Steele will claim the initial time exclusive of a minimum day, such time shall be claimed using the CK claim code.
3. If the locomotives handled from Cranbrook are for another crew at Fort Steele and are taken from the crew prior to them taking control of the train they are called to handle from Fort Steele will be provided a taxi to accommodate them until they take control of the train for which they are called.

This memorandum will be effective at 0001 the 24<sup>th</sup> day of February 2005 and will remain in effect until cancelled. This Agreement may be amended as mutually agreed, or it can be cancelled by either party upon serving 30 days written notice to the other party.

Dated at Cranbrook, B.C. this 23<sup>rd</sup> day of February 2005.

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Stan Bell  
Interior Service Area Manager

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K.B. Wachs  
Manager Operations Road

I CONCUR:

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J.K. Jeffries  
Local Chairman,  
TCRC (Conductors, Trainmen, Yardmen)

---

A.E. Singer  
Local Chairman,  
TCRC (Engineers)

October 15<sup>th</sup>, 2004

Al Singer  
Local Chairman (Engineers)  
Teamsters Canada Rail Conference  
Division 563  
Cranbrook, B.C.

Ken Jeffries  
Local Chairman (Trainmen)  
Teamsters Canada Rail Conference  
Division 563  
Cranbrook, B.C.

Dear Sirs,

**RE: Final Time Payment when relieved enroute in Straight Away Service from Cranbrook (Fort Steele) to Crowsnest.**

This memorandum confirms our mutual understanding of October 8th, 2004 with respect to Engineers/Trainmen called in straight away service between Cranbrook (Fort Steele) and Crowsnest.

Specifically we agreed that trains crews relieved enroute will be transported from the point they are removed from the train to Sparwood and will be paid one (1) hour final time exclusive of a minimum day.

This memorandum resolves any issues regarding transporting crews through to the objective terminal of Crowsnest and then to the resthouse and common pool at Sparwood.

This memorandum will be effective at 0001 the 24<sup>th</sup> day of February 2005 and will remain in effect until cancelled. This Agreement may be amended as mutually agreed, or it can be cancelled by either party upon serving 30 days written notice to the other party.

Dated at Cranbrook, B.C. this 23<sup>rd</sup> day of February 2005.

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Stan Bell  
Interior Service Area Manager

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K.B. Wachs  
Manager Operations Road

I CONCUR:

---

J.K. Jeffries  
Local Chairman,  
TCRC (Conductors, Trainmen, Yardmen)

---

A.E. Singer  
Local Chairman,  
TCRC (Engineers)

October 15<sup>th</sup>, 2004

Al Singer  
Local Chairman (Engineers)  
Teamsters Canada Rail Conference  
Division 563  
Cranbrook, B.C.

Ken Jeffries  
Local Chairman (Trainmen)  
Teamsters Canada Rail Conference  
Division 563  
Cranbrook, B.C.

Dear Sirs,

**RE: Crewing of empty Coal Trains on the Cranbrook Sub East of Fort Steele (West of Sparwood) subject to the Sparwood Run Through Agreement.**

Whereas the Sparwood Run Through Agreement only provides for the crewing of Coal Trains by taxing a crew from Cranbrook to Fort Steele for Unit Coal Trains which are enroute to a mine for loading, the Parties mutually agree that other crewing options be permitted as defined herein.

This memorandum confirms our mutual understanding of October 8th, 2004 with respect to Engineers/Trainmen called in straight away service between Cranbrook and Sparwood in Unit Coal Train Service. Specifically we agreed that an East Pool Train Crew may be called at Cranbrook pursuant to the Sparwood Run Through Agreement for a train which is being re-crewed enroute to a mine where the train is East of Fort Steele and West of Sparwood.

A crew ordered pursuant to this memorandum is entitled to claim 175 run miles for a train which is destined to load at a mine other than Elkview and accordingly 100 run miles for a train loading at Elkview mine as provided by the respective agreements.

Taxi time from Cranbrook to the train re-crew location will be used to form a proportional amount of the respective run miles entitlement.

This memorandum will be effective at 0001 the 24<sup>th</sup> day of February 2005 and will remain in effect until cancelled. This Agreement may be amended as mutually agreed, or it can be cancelled by either party upon serving 30 days written notice to the other party.

Dated at Cranbrook, B.C. this 23<sup>rd</sup> day of February 2005.

\_\_\_\_\_  
Stan Bell  
Interior Service Area Manager

\_\_\_\_\_  
K.B. Wachs  
Manager Operations Road

I CONCUR:

\_\_\_\_\_  
J.K. Jeffries  
Local Chairman,  
TCRC (Conductors, Trainmen, Yardmen)

\_\_\_\_\_  
A.E. Singer  
Local Chairman,  
TCRC (Engineers)

October 15<sup>th</sup>, 2004

Al Singer  
Local Chairman (Engineers)  
Teamsters Canada Rail Conference  
Division 563  
Cranbrook, B.C.

Ken Jeffries  
Local Chairman (Trainmen)  
Teamsters Canada Rail Conference  
Division 563  
Cranbrook, B.C.

Dear Sirs,

**RE: Use of workplace cameras at Cranbrook.**

This pertains to concerns which you raised about the use of cameras at Cranbrook, in particular the introduction of a camera mounted on the roof of the Cranbrook station as part of the Multi Yard Process Office established at Golden, B.C.

Specifically, you advised of your concern that the camera could be used in a manner that does not respect the privacy of an individual and that images gained from such cameras could be used in an investigation of a Running Trade Employee at Cranbrook.

In recognition of your concerns we informed you that this camera does not presently have recording capabilities and hereby commit to advise the Union prior to utilizing camera equipment at Cranbrook capable of recording sound and/or images.

Sincerely,

---

Kim Wachs  
Manager Operations Road

October 15<sup>th</sup>, 2004

Al Singer  
Local Chairman (Engineers)  
Teamsters Canada Rail Conference  
Division 563  
Cranbrook, B.C.

Ken Jeffries  
Local Chairman (Trainmen)  
Teamsters Canada Rail Conference  
Division 563  
Cranbrook, B.C.

Dear Sirs,

**Re: Coal train originating at Cranbrook ordered pursuant to the Sparwood Run Through Agreement.**

This memorandum confirms our mutual understanding of October 8th, 2004 with respect to Engineers/Trainmen called in straight away service between Cranbrook and Sparwood for a Unit Coal Train originating at Cranbrook.

Specifically we agreed that East Pool crews could be ordered to operate a coal train from Cranbrook straight away to Sparwood via a respective coal mine as provided by the Sparwood Run Through Agreement.

With respect to this method of operation we agreed an Engineer/Trainman so ordered will be compensated accordingly;

1. Initial from time reporting at Cranbrook till departure OMTS Cranbrook
2. Claim 10 additional run miles subject to entitlement of respective agreements. Providing run miles entitlement accordingly;
  - a. To a mine other than Elkview 185 run miles
  - b. To Elkview 110 run miles

This memorandum will be effective at 0001 the 24<sup>th</sup> day of February 2005 and will remain in effect until cancelled. This Agreement may be amended as mutually agreed, or it can be cancelled by either party upon serving 30 days written notice to the other party.

Dated at Cranbrook, B.C. this 23<sup>rd</sup> day of February 2005.

---

Stan Bell  
Interior Service Area Manager

---

K.B. Wachs  
Manager Operations Road

I CONCUR:

---

J.K. Jeffries  
Local Chairman,  
TCRC (Conductors, Trainmen, Yardmen)

---

A.E. Singer  
Local Chairman,  
TCRC (Engineers)

October 15<sup>th</sup>, 2004

Al Singer  
Local Chairman (Engineers)  
TCRC – Division 563

Ken Jeffries  
Local Chairman (Trainmen)  
TCRC – Division 563

Dear Sirs,

**RE: Crewing of the Royal Canadian Pacific Passenger Train.**

This memorandum confirms our mutual understanding of October 15<sup>th</sup>, 2004 with respect to the crewing of the Royal Canadian Pacific (RCP) passenger train by Cranbrook Engineers and Trainmen.

In order to facilitate this operation, the Company would like to have one Cranbrook crew be responsible for the train from Golden to Crowsnest or vice versa. We agreed that a list will be maintained of those Engineers and Trainmen desiring this work, by craft. Available Engineers/Trainmen on the list will be called in seniority order at the time the RCP is ordered.

Generally RCP assignments consist of three separate tours (legs), over two days, to complete the cycle from Golden to Crowsnest or vice versa. The total compensation for completion of an entire cycle will be 703 miles at applicable through freight rates. Accordingly if the entire normal cycle is not undertaken a crew will be paid a third of the total compensation, i.e. 234 miles for each leg completed.

With respect to the general RCP assignment cycle referred to in the above paragraph the parties also recognize that the schedule and operating practice of RCP assignments can vary between Golden & Crowsnest or vice versa. Accordingly the Company & Union will discuss any varying arrangements for RCP assignments as required. Such arrangements will be made at least 24 hours in advance of the RCP being ordered.

Chargeable miles for the entire cycle will be 600 miles, or 200 miles for each individual tour ~~as~~ defined herein.

Additionally we agreed that in those cases where an RCP assignment establishes an Engineer/Trainmen's entitlement to a General Holiday, as provided by the respective Collective Agreements, such Engineer/Trainmen will be paid an inclusive 257 mile General Holiday claim.

This memorandum will be effective at 0001 the 24<sup>th</sup> day of February 2005 and will remain in effect until cancelled. This Agreement may be amended as mutually agreed, or it can be cancelled by either party upon serving 30 days written notice to the other party.

Dated at Cranbrook, B.C. this 23<sup>rd</sup> day of February 2005.

\_\_\_\_\_  
Stan Bell  
Interior Service Area Manager

\_\_\_\_\_  
K.B. Wachs  
Manager Operations Road

I CONCUR:

\_\_\_\_\_  
J.K. Jeffries  
Local Chairman,  
TCRC (Conductors, Trainmen, Yardmen)

\_\_\_\_\_  
A.E. Singer  
Local Chairman,  
TCRC (Engineers)

**The Fixed Mileage will be set at the chargeable miles amount, the balance of the claim is to be submitted using the NN Claim Code.**

October 15<sup>th</sup>, 2004

Al Singer  
Local Chairman (Engineers)  
Teamsters Canada Rail Conference  
Division 563  
Cranbrook, B.C.

Ken Jeffries  
Local Chairman (Trainmen)  
Teamsters Canada Rail Conference  
Division 563  
Cranbrook, B.C.

Dear Sirs,

**Re: Payment for running off main track at Greenhills enroute to Fording**

This letter confirms our common understanding pursuant to trains entering the loop at Greenhills enroute to Fording to permit trains proceeding from Fording to pass by.

We agreed that such train crews are entitled to those provisions of their respective collective agreements which provide for payment for running one mile off the main track from the time of first arrival at the spur track switch Greenhills until departing that location again enroute to Fording. The crew will submit their claim using the CD claim code.

This memorandum will be effective at 0001 the 24<sup>th</sup> day of February 2005 and will remain in effect until cancelled. This Agreement may be amended as mutually agreed, or it can be cancelled by either party upon serving 30 days written notice to the other party.

Dated at Cranbrook, B.C. this 23<sup>rd</sup> day of February 2005.

\_\_\_\_\_  
Stan Bell  
Interior Service Area Manager

\_\_\_\_\_  
K.B. Wachs  
Manager Operations Road

I CONCUR:

\_\_\_\_\_  
J.K. Jeffries  
Local Chairman,  
TCRC (Conductors, Trainmen, Yardmen)

\_\_\_\_\_  
A.E. Singer  
Local Chairman,  
TCRC (Engineers)

October 6<sup>th</sup>, 2004

Mr. Al Singer  
Local Chairman – Engineers  
Teamsters Canada Rail Conference  
Division 563  
Cranbrook, BC

Mr. Ken Jeffries  
Local Chairman – Trainmen  
Teamsters Canada Rail Conference  
Division 563  
Cranbrook, BC

Dear Sirs;

**RE: Direct Hit Deadheading for Mini and Miscellaneous Trains at Sparwood.**

This confirms our mutual understanding that Article 25 (j) of the Sparwood Run Through Agreement (dated November 29, 1993) is amended to permit Direct Hit Deadheading for Mini and Miscellaneous trains at Sparwood.

**Note: The operation of Scale Test trains is also defined by the above noted Article 25(j) of the Sparwood Run Through Agreement. However, this letter does not pertain to Scale Test Trains the operation of which are defined by a separate letter of understanding.**

This agreement is entered into without precedent or prejudice to the positions of either party and may not be used by either party for any reason without the expressed written permission of the other party.

This memorandum will be effective at 0001 the 24<sup>th</sup> day of February 2005 and will remain in effect until cancelled. This Agreement may be amended as mutually agreed, or it can be cancelled by either party upon serving 30 days written notice to the other party.

Dated at Cranbrook, B.C. this 23<sup>rd</sup> day of February 2005.

Sincerely,

\_\_\_\_\_  
Stan Bell  
Interior Service Area Manager

\_\_\_\_\_  
K.B. Wachs  
Manager Operations Road

I CONCUR:

\_\_\_\_\_  
J.K. Jeffries  
Local Chairman,  
TCRC (Conductors, Trainmen, Yardmen)

\_\_\_\_\_  
A.E. Singer  
Local Chairman,  
TCRC (Engineers)

**October 6<sup>th</sup>, 2004**

Mr. Al Singer  
Local Chairman – Engineers  
Teamsters Canada Rail Conference  
Division 563  
Cranbrook, BC

Mr. Ken Jeffries  
Local Chairman – Trainmen  
Teamsters Canada Rail Conference  
Division 563  
Cranbrook, BC

Dear Sirs;

**RE: Crewing of Scale Test Trains at Sparwood.**

This confirms our mutual understanding that Article 25 (j) of the Sparwood Run Through Agreement (dated November 29, 1993) is amended to require that Scale Test trains will be manned by an unassigned spare crew ordered in work train service as herein provided.

A crew so called will be ordered to either (straight away) Direct Hit Deadhead or Straight Away Deadhead to Sparwood for exclusive Scale Test Service for up to four tours of duty exclusive of deadheading, to a maximum four days duration.

Running Trades Employees that do not provide notice of rest will be compensated accordingly;

- 100 mile Deadhead to Sparwood
- 275 miles and in addition the \$80 NR premium payment per working tour of duty
- 100 mile Deadhead from Sparwood

Note 1: Deadhead claims will be separate from working claim regardless of whether crew is ordered to Direct Hit or Straight Away Deadhead.

Note 2: Crews called in Scale Test Train Service will be subject to maximum hours of service permitted for work train service.

Note 3: General Holiday entitlement: A Running Trade Employee entitled to General Holiday claim as provided by the respective Collective Agreements who work the Scale Test Train as their last tour of duty prior to a General Holiday will be entitled to a General Holiday claim of 275 miles and in addition the \$80 NR Premium Payment. This provision is subject to notice of rest not being given during the tour of duty establishing entitlement to the General Holiday claim.

This agreement is entered into without precedent or prejudice to the positions of either party and may not be used by either party for any reason without the expressed written permission of the other party.

This memorandum will be effective at 0001 the 24<sup>th</sup> day of February 2005 and will remain in effect until cancelled. This Agreement may be amended as mutually agreed, or it can be cancelled by either party upon serving 30 days written notice to the other party.

Dated at Cranbrook, B.C. this 23<sup>rd</sup> day of February 2005.

Sincerely,

\_\_\_\_\_  
Stan Bell  
Interior Service Area Manager

\_\_\_\_\_  
K.B. Wachs  
Manager Operations Road

I CONCUR:

\_\_\_\_\_  
J.K. Jeffries  
Local Chairman,  
TCRC (Conductors, Trainmen, Yardmen)

\_\_\_\_\_  
A.E. Singer  
Local Chairman,  
TCRC (Engineers)

**To generate General Holiday Claim Entitlement of 275 miles use the SH claim code.**

**RE: Off & On Call at Crowsnest**

25 S. Van Horne Street  
Cranbrook. B. C.  
CP Rail Heavy Haul Systems

File: UTU and BLE

July 20, 1993

Mr. J. K. Jeffries  
Local Chairman  
United Transportation union  
Ste. 302 - 105 9th Ave. S  
Cranbrook, B.C.

Mr. D.L. Lancaster  
Local Chairman  
Brotherhood of Locomotive Engineer  
3701 - 49th Street South  
Cranbrook, B.C.

Dear Sirs:

This has reference to the Memorandum of Agreement signed at Cranbrook today with respect to the establishment and operation of Sparwood as a Run-Through, Away-From-Home Terminal for Cranbrook.

This will confirm understanding that a crew arriving at Crowsnest by train may take a call (90 minutes or less) at Crowsnest without proceeding to Sparwood providing they will not run-around another crew arriving at Sparwood before the crew arriving at Crowsnest would be off duty in Sparwood. Twenty minutes will be considered the normal taxi time between Crowsnest and Sparwood.

Yours truly

**'K.R. Munroe'**  
Assistant Superintendent

I CONCUR:

**'J.K. Jeffries'**  
Local Chairman, CCROU (UTU)

**'D L Lancaster'**  
Local Chairman CCROU (BLE)

**RE: HR Claim for Handling Cars Not Associated with Unit Coal Train**

Dec 06, 2000

Ken Jeffries  
Local Chairperson  
CCROU (UTU)

Greg Champness  
Local Chairman  
CCROU (BLE)

Dear Sirs;

This has reference to the Memorandum or Agreement between CP Limited and the Brotherhood of Locomotive Engineers and the United Transportation Union covering the establishment and operation of Sparwood as a Run Through Away-From-Home Terminal for Cranbrook Locomotive Engineers and Trainmen.

This letter will supersede the letter of April 18, 1996 between Manager Road Operations K. Munroe and Local Chairmen J.K. Jeffries and D.L. Lancaster regarding this issue.

This will confirm our understanding regarding Cranbrook crews assigned in Unit Coal Train Service.

- Crews required to lift or set-off coal cars not in unit Coal Train Service (i.e. coal cars not in service between Sparwood and Roberts Bank) will be paid 50 miles at the through freight rate in addition to normal payment for that trip. No additional payment will be made if these coal cars are part of the consist and are neither lifted nor set-off.

- Crews required to lift, set-off or handle cars not directly associated with Unit Coal Train Service other than coal cars mentioned above, will be paid 50 miles at the through freight rate in addition to normal payment for the trip. Note: Handling to mean re-railing or re-spotting of cars for customers or transporting cars in your train.

Sincerely

**'Mel Schille'**  
Manager Operations, Road  
Cranbrook

I concur

**'Greg Champness'**  
Local Chairman  
CCROU (BLE)

I concur

**'Ken Jeffries'**  
Local Chairperson  
CCROU (UTU)

▪ Revised Fixed Mileage (175) Provided By West Pool Fixed Mileage Agreement

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**McConnell Turn LOU – 2001**

April 10, 2001  
Cranbrook, BC

Mr. L.O. Schillaci  
General Chairperson  
Canadian Council of Railway  
Operating Unions (UTU)  
Ste 306, 8989 MacLeod Tr. S.  
Calgary AB T2H 0M2

Mr. D.C. Curtis  
General Chairman  
Canadian Council of Railway  
Operating Unions (BLE)  
Ste 309, 8989 MacLeod Tr. S.  
Calgary AB T2H 0M2

Dear Sirs:

This is in regards to our conversations of this date pertaining to the establishment of a Fixed mileage for turn service between Cranbrook and McConnell on the Nelson Subdivision.

It was agreed that upon ratification of the KVR agreement, the demarcation point, for the purpose of crewing will be established at McConnell on the Nelson Subdivision between the Core and KVR. Cranbrook employees called in turn service between Cranbrook and McConnell will be paid a fixed mileage of 146 miles inclusive of all initial time, run miles, time at the turnaround point and final time. Additionally, a threshold will be established for this fixed mileage at 180 minutes. Although not subject to reduction, this fixed rate is subject to review 90 days subsequent to implementation. Thereafter, it is subject to review in accordance with the provisions within the collective agreement.

Given your concerns regarding a change in operations, the Company also committed that work performed at the Initial terminal by crews subject to this fixed mileage will not be substantially changed from past practice.

Sincerely,

**'M.G. DeGirolamo'**  
Assistant Vice President  
Industrial Relations

I Concur

**'L.O. Schillaci'**  
General Chairperson  
CCROU (UTU)

I Concur

**'D.C. Curtis'**  
General Chairman  
CCROU (BLE)

---

**Nelson Sub Material Change LOU Re: KVR Agreement 2001**

April 10, 2001

Mr. L.O. Schillaci  
General Chairperson  
Canadian Council of Railway  
Operating Unions (UTU)  
Ste 306, 8989 MacLeod Tr. S.  
Calgary AB T2H0M2

Mr. D.C. Curtis  
General Chairman  
Canadian Council of Railway  
Operating Unions (BLE)  
Ste 309, 8989 MacLeod Tr. S.  
Calgary AB T2H0M2

Dear Sirs,

This refers to our discussions of this date concerning the Nelson subdivision.

One of the objectives which has been met in the KVR settlement includes a crewing arrangement whereby Cranbrook based employees are no longer required to operate trains west of McConnell unless they have voluntarily declared for the KVR auxiliary board in which case they may be called upon to work vacancies in the Nelson/Castlegar/Trail area. Further, it is acknowledged that McConnell has been selected as the most logical Core Railway/KVR boundary. Recognizing that we have no experience on which to base this assessment other than knowledge of current operations at present, it is further understood that should McConnell fail as a change off location, the parties will be receptive to entertaining other locations for that purpose.

Notwithstanding the location where Nelson and Cranbrook crews ultimately change off to facilitate the Company's commitment to curtail using Cranbrook crews west of Creston, it is agreed that for the sake of calculating any future material change benefits, a material change initiated by the Company which affects Cranbrook based Running Trades Employees' historic ownership of the work between Cranbrook & Nelson will continue to be recognized for the purposes of such material change. This arrangement will not increase those costs that the Company would normally occur in the event of a material change.

Lastly, and with regard to union representation, it is understood that in line with the constituent union constitutions, the KVR manager will be advised the names of accredited representatives assigned to deal with local union issues on the KVR.

Sincerely,

**'M.G. DeGirolamo'**  
Assistant Vice President  
Industrial Relations

I Concur  
**'L.O. Schillaci'**  
General Chairperson  
CCROU (UTU)

I Concur  
**'D.C. Curtis'**  
General Chairman  
CCROU (BLE)

RE: MEMORANDUM OF AGREEMENT BETWEEN CANADIAN PACIFIC RAILWAY AND THE CANADIAN COUNCIL OF RAILWAY OPERATING UNIONS (BLE & UTU) PURSUANT TO THE ESTABLISHMENT AND OPERATION OF MATRIX UNIT COAL TRAINS DESTINED WEST OF SPARWOOD FOR UNASSIGNED POOL CREWS ON THE CRANBROOK, FORDING AND BYRON CREEK SUBDIVISIONS.

The Sparwood Run-Through Memorandum of Agreement, dated November 29<sup>th</sup>, 1993, shall be administered in accordance with this Letter of Understanding and with respect to the intent of the parties pursuant to matrix loading of unit coal trains as herein provided.

For the purpose of this Memorandum of Agreement the term blended or matrix pertains to those trains which are partially loaded at one mine location and complete the loading cycle at another mine location.

The Parties recognize the increased instance of matrix loading initiated October 2001 as a result of a change in business practice. The Council agrees to accommodate this operational change as provided herein.

The intent of this agreement is to permit matrix unit coal trains to run through Sparwood enroute to complete the loading cycle at a second mine location without changing out crews at Sparwood as would otherwise be required by the applicable agreements.

In addition to the terms and conditions defined by the Sparwood Run Through Memorandum of Agreement dated November 29<sup>th</sup>, 1993 and other applicable agreements it is agreed;

1. A second or other subsequent crew called at Sparwood to complete loading on a matrix unit coal train will be ordered straightaway via the second loading location to either Cranbrook or Fort Steele.
2. Crews operating from the first mine loading location enroute to the second mine loading location will be compensated for those miles run between these points in addition to all run miles to which they are entitled pursuant to the other applicable agreements. In the event of a crew being changed off between these points this article will apply to both the crew being relieved and the crew relieving.
3. Crews operating from the first mine loading location enroute to the second mine loading location will be compensated for all turnaround time at Sparwood. This article deals with crews engaged in turning (changing ends) at Sparwood in operation of such trains from westward movement on the Cranbrook subdivision to northward movement on the Fording River subdivision or vice versa. Such turnaround time shall not be used to make up a minimum day.
4. Crews at the Sparwood resthouse will not be entitled to a run-around payment when other crews operate trains through Sparwood as provided in this Agreement.
5. This Memorandum of Agreement will be effective November 16<sup>th</sup>, 2001 for a trial basis of sixty (60) days from this date and unless cancelled at that time, will remain in effect thereafter until revised or cancelled by either party upon giving thirty (30) days written notice to the other.

**'D.C. Sewell'**  
Manager Operations (Road)

**'S. Bell'**  
Interior Service Area Manager

I CONCUR:

**'J.K. Jeffries'**  
Local Chairman, CCROU (UTU)

**'A.E. Singer'**  
Local Chairman, CCROU (BLE)

RE: MEMORANDUM OF AGREEMENT BETWEEN CANADIAN PACIFIC RAILWAY COMPANY AND CANADIAN COUNCIL OF RAILWAY OPERATING UNIONS (BLE – UTU) PURSUANT TO THE ESTABLISHMENT AND OPERATION OF AN AGREEMENT FOR THE RETURN MOVEMENT OF LOCOMOTIVE(S) FROM CROWSNEST TO SPARWOOD WHILE ON FINAL TIME.

This letter refers to our meeting at Cranbrook, B.C. on October 10th, 2003 pertaining to the establishment of an agreement whereby crews that have lifted an additional locomotive(s) to assist their train in ascending the grade to Crowsnest from Sparwood, can return the captive locomotive to Sparwood while on Final Time.

- 1) In attempts to both address the safety concerns raised by RTE's as a result of mechanical failures incurred by heavy trains attempting to ascend the grade from Natal to Crowsnest, and avoid the delays incurred as a result of these failures, instructions have been issued to crews to lift one of the captive SD40's from Sparwood on the extreme tail end of the train. Although this additional locomotive will reduce the number of failures on the hill, it poses a problem with respect to it's timely return to Sparwood where it can be utilized further for Matrix and Turner trains. For these reasons, the following will be:
  - (i) Upon the train's arrival at the OMTS at Crowsnest, crews will be entitled to claim final time *exclusive of a minimum day until reporting off duty at Sparwood*. After changing off with the outgoing crew or upon yarding the train, the crew will cut off the additional assisting locomotive from the tail end of the train.
  - (ii) The SBU will then be moved up to the tail end of the train for the outgoing crew.
  - (iii) The crew will then receive from the RTC a clearance from the West Cautionary Limit Sign Crowsnest to the East River Track Switch Sparwood (unless there are other trains in the area that would prevent a straight proceed clearance) and operate the lite engine(s) to the Locomotive Shop Track at Sparwood unless otherwise specified. Upon departure of the W CL Sign Crowsnest an additional 25 mile premium payment will be paid.

**NOTE:** If the additional time required to run the locomotive from Crowsnest to Sparwood results in the crew being subject to Mandatory Time Off Duty, arrangements will be made to Dead Head the crew back to Cranbrook. As well, employees will be entitled to the NR premium payment of the respective CCROU collective agreements (BLE Article 27.11 & UTU Article 29.13. For the purposes of this agreement entitlement to the premium payment will be based on arrival time at the OMTS switch Sparwood.

- 2) In instances where the crew on such trains are unable to return the locomotive to Sparwood, the company may request other crews arriving at Crowsnest to voluntarily return the locomotive to Sparwood, and be compensated as herein provided.
- 3) Should the company require a crew on any train proceeding west from Crowsnest to handle and setoff the locomotive identified by this agreement thru to Sparwood such crew will be entitled to inclusive compensation for this work consisting of 16 miles.
- 4) This document accurately reflects the resolve of the parties as herein provided and accordingly agree to recommend ratification of this agreement to their principles. This Memorandum of Agreement will be effective November \_\_\_\_\_, 2003 and will remain in effect thereafter until revised or cancelled by either party upon giving thirty(30)days written notice to the other.

DATED AT Cranbrook, B.C. this 14<sup>th</sup> day of November, 2003.

**'D.C. Sewell'**

Manager Operations (Road)

I CONCUR:

**'J.K. Jeffries'**

Local Chairman, CCROU (UTU)

**'A.E. Singer'**

Local Chairman, CCROU (BLE)

RE: MEMORANDUM OF AGREEMENT BETWEEN CANADIAN PACIFIC RAILWAY COMPANY AND CANADIAN COUNCIL OF RAILWAY OPERATING UNIONS (BLE – UTU) PURSUANT TO THE ESTABLISHMENT AND OPERATION OF A FIXED MILEAGE AGREEMENT FOR UNASSIGNED CREWS WORKING THE WEST POOL OUT OF THE CRANBROOK TERMINAL.

This letter refers to our meeting at Cranbrook, B.C. on October 10th, 2003 pertaining to the establishment of a Fixed Mileage for turn service between Cranbrook and Kingsgate/McConnell on the Moyie and Nelson Subdivisions.

1) Due to the varying traffic patterns of trains operating to/from Kingsgate on the Moyie Subdivision, two distinct Fixed Mileages have been created. Cranbrook Running Trade Employees will be paid a fixed mileage as follows:

- (iv) Crews working one way (i.e.: train ex Cranbrook to Kingsgate & DH back, or DH to Kingsgate bring train back to Cranbrook) will be paid a fixed mileage of 148 miles inclusive of all initial time, run miles, time at the turnaround point and final time.
- (v) Crews working both ways (i.e.: train ex Cranbrook to Kingsgate & bring another train from Kingsgate to Cranbrook) will be paid a fixed mileage of 175 miles inclusive of all initial time, run miles, time at the turnaround point and final time.

NOTE: Given the growth in traffic volumes on the CanAm corridor, the design of these fixed mileage rates are to incite RTE's to perform their work tasks as efficiently as they can in order to capitalize on the flat rate. RTE's are still entitled to give notice for rest to be off duty within 10 hours as provided by the respective CCROU Agreements, however if this is done the rate of pay reverts to Collective Agreement provisions. Crews relieved enroute who have not given notice of rest and are relieved enroute for any reason shall be entitled to calculate their claim pursuant to the fixed rate provisions of this agreement.

For the purpose of this agreement;

- (i) Short turn relief's will continue to be paid as per the Collective Agreement(s). A short turn relief is any relief occurring East of Mile 40 on the Moyie Sub when a crew is called to taxi from Cranbrook to retrieve a train back to Cranbrook.
- (ii) One way is defined as working or deadheading West of Mile 40 on the Moyie Sub and then working or deadheading to report off duty at Cranbrook.
- (iii) Two way is working to Yahk or Kingsgate which includes deadheading to an intermediate point east of Mile 40 and arriving at either Yahk or Kingsgate and returning with a train to a point east of Mile 40.
- (iv) All fixed mile claims will be calculated so that 25 miles will be non-chargeable. In no case will employees entitled to the fixed mileages provided by this agreement be required to show in excess of 150 chargeable miles toward their monthly mileage.

2) Threshold times for the respective Fixed Mileage Rates shall be;

- One way Fixed Mileage Rate – Four (4) hours (240 minutes)
- Two way Fixed Mileage Rate – Six (6) hours (360 minutes)

For the purposes of this agreement accumulation of threshold times will be calculated for all times occupied at Cranbrook (initial and final), and Kingsgate. Crews will be entitled to calculate time for delays at Yahk in excess of 60 minutes toward accumulation of threshold times.

***Payment of claims where threshold times provided by this agreement are exceeded will be at the company's expense rather than the buffer fund provided by the respective collective agreements.***

All Conductor Only provisions are payable, except for enroute EC/CT claims at Yahk, Kingsgate and Cranbrook which are already built into the Fixed Rate(s). An \$80.00 NR premium is payable to employees under the terms and conditions of the respective CCROU collective agreements (BLE Article 27.11 & UTU Article 29.13).

- 3) It is agreed upon signing of this agreement that the fixed mileage for the McConnell Turn, as defined and established by the parties in the letter dated April 10, 2001, is revised to allow payment of the two way or one way rates provided by this agreement.

Payment of the fixed mileage rate for the McConnell turn shall be as herein provided, except;

- (i) The threshold time will be 360 minutes which will consist of all time occupied at Cranbrook (initial & final), and McConnell. Crews will be entitled to calculate time for delays at Yahk in excessive of 60 minutes toward accumulation of threshold times.
- 4) This document accurately reflects the resolve of the parties as herein provided and accordingly agree to recommend ratification of this agreement to their principles.
- 5) This Fixed Rate Agreement is signed with out precedent or prejudice.
- 6) Subsequent to ratification of this memorandum the Company will provide the Council with the appropriate records necessary to verify the material affects of this agreement with respect to work conditions and jobs. To this end the parties may agree to negotiate conditions to address such adverse affects or as would be their right may serve notice and withdraw from this agreement as herein provided.
- 7) This Memorandum of Agreement will be effective November \_\_\_\_, 2003 and will remain in effect thereafter until revised or cancelled by either party upon giving thirty (30) days written notice to the other.

DATED at Cranbrook, B.C. this 14<sup>th</sup> day of November, 2003.

**'D.C. Sewell'**  
Manager Operations (Road)

**'S.W. Bell'**  
Service Area Manager

I CONCUR:

**'J.K. Jeffries'**  
Local Chairman, CCROU (UTU)

**'A.E. Singer'**  
Local Chairman, CCROU (BLE)

**Way Freight Fixed Mileage Agreement**

Assigned Way Freight "A, B and C".

1 Locomotive Engineer, 1 Conductor, 1 Required Trainman.

Fixed Rate of pay: 235 miles WFRT rates = Cranbrook to Golden  
= Golden to Cranbrook

15 miles of the above noted fixed mileage will be claimed as a non-chargeable "NN" Claim.

-----

Fixed Rate Rules : **May 6<sup>th</sup>, 2006.**

-----

This rate will apply to all trips with the exception of trips where one or more members of the crew has given notice to book rest.

Crews that have given notice to book rest and are relieved will be governed by the applicable collective agreements for both pay and rest rules.

Crews being relieved due to the 12 hour time on duty (government policy) will qualify for the **235** mile fixed rate.

General Holiday tickets will be paid at the fixed rate (**235** miles) or in accordance with applicable collective agreement which ever application was used to claimed the last trip prior to the holiday.

All Work Train enroute will be added to the fixed rate of pay. Work train mileage will be calculated as per the respective TCRC Collective agreements.

This Policy is for the trial period only and may be cancelled at anytime by either party upon notification.

April 14, 2005

Mr. Al Singer  
Local Chairman – Engineers  
Teamsters Canada Rail Conference  
Division 563  
Cranbrook, BC

Mr. Ken Jeffries  
Local Chairman – Trainmen  
Teamsters Canada Rail Conference  
Division 563  
Cranbrook, BC

Dear Sirs;

**RE: Payment when crew is changed from a Specific Trains as provided by the Sparwood Direct Hit Coal Train Agreement.**

This confirms our mutual understanding that a call for a “Specific Train” as provided by Article 2 of the Sparwood Coal Direct Hit Memorandum may be changed as herein provided.

A crew that has their call changed from the train they were originally called to work will in addition to the normal payment provided by the respective agreements be compensated accordingly;

1. A crew called for a coal train in Straight Away Service and changed to a different train in Straight Away Service will be paid a 25 mile penalty payment and in addition will be entitled to a minimum run mile claim of 134 miles.
2. A crew called in DHIT Straight Away Service (SAS) and changed to DHIT Turn Around Service (TAS) will be paid a 25 mile penalty payment and will be entitled to the 100 Straight Away payment as provided by the Coal DHIT Agreement from Sparwood to Cranbrook in addition to the DH payment from Cranbrook to Sparwood.
3. A crew called in DHIT TAS and changed to SAS will be paid the 25 mile payment and in addition will be paid the 100 mile Straight Away Deadhead payment for the return Deadhead from Sparwood to Cranbrook which they would have otherwise been entitled had their call not been changed from TAS to SAS.

This letter will not be used to change a crew called for a train under the Coal Direct Hit Agreement to crew a train which is crewed as provided by the Crowsnest Direct Hit Agreement. These agreements will continue to be administered separately and a crew called under either agreement will continue to be limited to work defined within the respective agreement which they are originally ordered.

Further, the parties confirm for the purposes of calculating tours of duty worked during the 30 days prior to a General Holiday crews in Direct Hit Deadhead Service will be considered having completed; two tours of duty for a tour of duty in DHIT Straight Away Service and three tours of duty for a tour of duty in DHIT Turn Around Service.

This memorandum will be effective at 0001 the 19<sup>th</sup> day of April 2005 and will remain in effect until cancelled. This Agreement may be amended as mutually agreed, or it can be cancelled by either party upon serving 30 days written notice to the other party.

Sincerely,

‘K.B. Wachs’  
Manager Operations Road

**I CONCUR:**

‘J.K. Jeffries’  
Local Chairman,  
TCRC (Conductors, Trainmen, Yardmen)

‘A.E. Singer’  
Local Chairman,  
TCRC (Engineers)



**February 25, 2005**

Mr. Al Singer  
Local Chairman – Engineers  
Teamsters Canada Rail Conference  
Division 563  
Cranbrook, BC

Mr. Ken Jeffries  
Local Chairman – Trainmen  
Teamsters Canada Rail Conference  
Division 563  
Cranbrook, BC

Dear Sirs;

**RE: Hours of Service & Mandatory Time On Duty Available to Deadhead to the Away From Home Terminal.**

This confirms our mutual understanding with respect to hours Running Trades Employees at Cranbrook have available to Direct Hit Deadhead or Deadhead into Turnaround Combination Service pursuant to Hours of Service Regulations and/or Mandatory Time on Duty Regulations.

Hours Available East Pool

**Direct Hit Deadhead (Crowsnest/Sparwood) 9 Hours & 30 Minutes**

**TCS (Windermere Sub) 9 Hours & 30 Minutes**

Furthermore this confirms our understanding of the instructions from Transport Canada pursuant to the hours RTE's have available to be called on the respective subdivisions at Cranbrook on those occasions Deadheading to the away from home terminal is not involved;

**Windermere Sub 6 Hours & 30 minutes**

**Cranbrook Sub (Including or combined with Fording & Byron Creek Subs) 8 Hours**

**Moyie Sub (Including a McConnell Turn) 8 Hours**

This agreement is entered into without precedent or prejudice to the positions of either party and may not be used by either party for any reason without the expressed written permission of the other party.

This Agreement may be amended as mutually agreed, or it can be cancelled upon thirty (30) days written notice by either party.

Sincerely,

Kim Wachs  
Manager Operations Road

I Concur

Al Singer

  
Ken Jeffries

Tie-Up  
Reference Manual  
Cranbrook/Fording/Byron  
Creek  
Subdivisions

*Revised January 30, 2005*

Please advise either Local Chairman if you encounter any errors using the instructions contained in this Reference Book.

## **COMPLETING DHIT TIE-UPS**

Because the template for DHIT tie-ups originated from TCS service there are a couple of glitches with the DHIT tie-ups that you need to be aware of.

On occasions where a crew is in excess of 12 hours on duty CMA will auto-generate a "CS" Claim Code. The CS Claim Code combined with the D1 Claim (auto-generated for taxi time to Sparwood) and any D2 Claim (auto-generated for taxi time from the relieved responsibility point till off duty time) should equal 100 miles.

Example, D1 of 19 miles + D2 of 19 miles + CS of 62 miles = 100 miles. If you are on a Direct Hit in Straight Away Service and complete the trip but you are in excess of 12 hours on duty the CS Claim plus the D1 will provide you with the 100 mile DH payment you are entitled to claim to Sparwood. Therefore you will not need to enter a D3 claim to receive this entitlement. If you are not in excess of 12 hours on duty no CS claim will be generated and you will likely have to enter a D3 claim for 81 miles.

However, if you are on a DHIT in Turn Around Service the D1 + D2 + CS = 100 miles. In this instance you will likely need to submit a D3 for 100 miles to generate the additional 100 mile DH payment you are entitled to for returning to Cranbrook.

This is where the second glitch comes into play. The system may also generate actual miles in excess of what you claim in the "**run miles**" section. As far as we can tell this occurs because you have excessive road time, which is generated if the time from your departure to arrival or relieved responsibility time exceeds 8 hours. If this occurs you will need to adjust one of your D3 claims in order to generate the proper claim entitlement.

In the end the best course of action would be to manually calculate your claim entitlement prior to completing your CMA tie-up and then adjust your claim as needed to reflect the correct amount. Please note in the remarks section on the secondary screen any such changes you had to make and why.

**Forms for manually calculating these claims are available in the yard office. A sample Claim is also provided in this package (Page ii of this Section)**

### **Specific Information for Completing DHIT Tie-ups**

#### **Ensure Correct Claim Entitlement**

The best course of action with DHIT Claims is to manually calculate your claim entitlement prior to completing your CMA tie-up, if necessary you can adjust a D3 claim as needed to reflect the correct amount. Please note in the remarks section on the secondary screen any such changes you had to make and why.

**Forms for manually calculating these claims are available in the yard office. A sample Claim is also provided in this package (Page ii of this Section)**

#### **Claiming Final Time in DHIT Turn Around Service**

On DHIT in Turn Around Service (TAS) you are still entitled to Final Time from the change off location till you arrive at Sparwood. To generate this payment calculate the time you entered the taxi at the change off location till your taxi passes Sparwood enroute to Cranbrook, enter this time in your tie up using the "FT" Claim Code. Your relieved responsibility time will commence at the same time that final time ends. Always claim 100 run miles when completing this tieup to prevent the FT claim from going against your minimum day.

### **East Pool Engineers Called In Turn Around Service Out Of Cranbrook**

East Pool Engineers called in Turn Around Service out of Cranbrook are now entitled to turn around time exclusive of a minimum day in order to generate this payment be sure you use the "CK" Claim Code. If you use the "TJ" claim code CMA will use the turn time to make up a minimum day. Please note in the "Remarks" field the nature of the "CK" code, "**CK = turn time at change off point as per local agreement**".

### **Claiming 175 Miles When Removed From A Coal Train Enroute To A Mine**

Crews called out of Cranbrook to run through to a mine – other than Elkview – are entitled to claim 175 run miles if removed from the train at or after passing Sparwood as per the DHIT agreement. Enter 175 miles in the "run miles" section on the secondary tie-up screen. When submitting this claim note in the remarks section that you were removed from the train at Sparwood.

### **\$80 NR Claims – In Excess of 10 Hours on Duty**

Instances where RTE's are entitled to the \$80 NR premium payment for being in excess of 10 hours on duty;

- Crews loading at Elkview that are in excess of 10 hours reporting off duty at Sparwood
- Crews that agree to proceed west of Sparwood to complete a change off west of Sparwood (i.e. Olson) with a crew called in Turn around Service out of Cranbrook. This does not apply to all relieves west of Sparwood only those instances where a crew arranges with the company (RTC) to proceed west of Sparwood to complete a change off and are subsequently in excess of 10 hours on duty reporting off at Cranbrook.
- In all instances where a crew in DHIT service is in excess of 12 hours on duty they are entitled to the \$80 NR premium payment.
- In all other cases RTE's must either be in excess of 10 hours on duty arriving at the OMTS or entering the taxi to be entitled to the \$80 NR payment.

### **Remarks**

It is important when completing DHIT tie-ups to provide details in the remarks section on the secondary screen. Explain any D1, D2, and D3 claims, provide details on the make up of your run miles entitlement, any adjustments to D3 claim to ensure correct claim amount is achieved.

**DHIT Claim Calculation Worksheet**

**DHIT Straight Away Service**

Deadhead to Sparwood (D2 19miles + D3 81miles)	100 miles
Initial ( <b>Arrival time Sparwood till depart mine or change off location</b> )	_____
CD ( <b>Time at Sparwood or a mine unless on Initial time</b> )	_____
CD ( <b>Time at Sparwood or a mine unless on Initial time</b> )	_____
CD ( <b>Time at Sparwood or a mine unless on Initial time</b> )	_____
* Run Miles Entitlement (RME):	_____
Final Time:	_____
Miscellaneous Claims (HR/EC/ CT/CK/NR):	_____
Miscellaneous Claims (HR/EC/ CT/CK/NR):	_____
Miscellaneous Claims (HR/EC/ CT/CK/NR):	_____
Total →	_____

\* **The system auto-generates 100 miles using D2 + actual run miles claimed + constructive**  
**Your RME includes a D3 claim for any additional run miles entitlement in excess of 100 as noted below**

<b>Run Miles Entitlement – D3 Claims:</b>	
Fording	34 miles for a total of 134 miles
Greenhills	22 miles for a total of 122 miles
Line Creek	10 miles for a total of 110 miles
Elkview/Sparwood	Total of 100 miles
Coal Mountain	22 miles for a total 122 miles

**DHIT in Turn Around Service**

Deadhead to Sparwood ( <b>D2 19miles + D3 81miles</b> )	100 miles
Initial ( <b>Arrival time Sparwood till depart mine or change off location</b> )	_____
CD ( <b>Time at Sparwood or a mine unless on Initial time</b> )	_____
CD ( <b>Time at Sparwood or a mine unless on Initial time</b> )	_____
CD ( <b>Time at Sparwood or a mine unless on Initial time</b> )	_____
Run Miles:	100 miles
Final Time:	_____
Miscellaneous Claims (HR/EC/ CT/CK/NR):	_____
Miscellaneous Claims (HR/EC/ CT/CK/NR):	_____
Miscellaneous Claims (HR/EC/ CT/CK/NR):	_____
Deadhead to Cranbrook	100 miles
Total →	_____

## Tie-up Index for Trains on the Cranbrook, Fording and Byron Creek Subdivisions

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Profile/Page 2	<a href="#"><u>Empty Coal Trains out of Fort Steele to Other than Elkview</u></a>
Profile/Page 3	<a href="#"><u>Empty Coal Trains out of Crowsnest to Elkview (Returning East)</u></a>
Profile/Page 4	<a href="#"><u>Empty Coal Trains out of Crowsnest to Elkview (Returning East) Relieved</u></a>
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Profile/Page 24	<a href="#"><u>Direct Hit Crews for (Non-Coal) Trains at Crowsnest</u></a>
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**Tie-up Reference Manual Cranbrook, Fording & Byron Creek Subdivisions**

**1. Empty Coal Train Fort Steele to Elkview**

**Initial Time =** On duty time Cranbrook until departure at OMTS Fort Steele (Jct. Swt. – Signal 955)

Run Miles = **100 miles**

Final Time = **Arrival at West River Track Switch Sparwood till time off duty in Resthouse.**

**Ensure Proper Amounts are provided on the tie-up for:**

Train Length  
Caboose (Y/N)  
Over 3000 Horsepower (Y/N)  
Number of Working Units (#)  
Final Inspection (Must be set to "N")

**Overview of Required Tie-up Information:**

**Depart OMTS:** Enter time Departed Fort Steele Signal 955  
**Arrive OMTS:** Enter time Arrived West Extension Track Switch Sparwood  
**Off Duty Time:** Enter time off duty at Sparwood  
**Rest:** As required

*(After all required information is entered on the first screen Press PF5)*

**On the Secondary Screen:**

**Miscellaneous Claims:** *Enter any misc. claims, i.e. Handling Revenue Car(s) in Unit Coal Train (HR), etc.*

**Other Claims**

- **50 mile HR claim for handling non-coal cars in Unit Coal Train Service or Lifting/Setting Off coal cars which are not destined for Roberts Bank. (Cranbrook HR Letter of Understanding)**
- **Crews are normally entitled to an EC (enroute conductor) payment (Engineer Art 2.23/Trainman Art. 11(h)) when performing a HR lift or setoff. In the remarks screen provide the location of any work performed, include at least first and last car numbers.**
- **Per the Coal DHIT Agreement crews on Elkview trains in excess of 10 hours reporting off duty are entitled to the \$80 NR payment. Use the NR claim code and enter the \$ amount as 8000 with no decimals.**

**2. Empty Coal Train Fort Steele to Other Than Elkview**

**Initial Time** = On duty time Cranbrook until departure at OMTS Fort Steele (Jct. Swt. – Signal 955)

**Run Miles** = 175 miles (**Upon arrival at Sparwood – Per Coal DHIT Agreement**)

**CD Claim (Coal Detention)**

**Load Time at Mine** = Time arrived at Spur Track Switch (SNS Fording/Coal Mtn) till time entering taxi to Sparwood. *Example; 2 hours & 50 minutes @ Mine*

<<MISCELLANEOUS CLAIM>>

CLAIM	AMOUNT	TYPE	CLAIM	AMOUNT	TYPE	CLAIM	AMOUNT	TYPE	CLAIM	AMOUNT	TYPE
( CD -	250	- T )	( -	-	- )	( -	-	- )	( -	-	- )

**Final Time** = Time entered Taxi till off duty at Sparwood

**Ensure Proper Amounts are provided on the tie-up for:**

- Train Length
- Caboose (Y/N)
- Over 3000 Horsepower (Y/N)
- Number of Working Units (#)
- Final Inspection (Must be set to "N")

**Overview of Required Tie-up Information:**

- Depart OMTS:** Enter time Departed Signal 955 Fort Steele
- Arrive OMTS:** Enter time entering taxi at the mine.
- Off Duty Time:** Enter time off duty at Sparwood
- Rest:** As required

*(After all required information is entered on the first screen Press PF5)*

**On the Secondary Screen:**

**Miscellaneous Claims:** *Enter any misc. claims, i.e. Coal Detention (CD), Handling Revenue in Unit Coal Train (HR), etc.*

**Other Claims**

- If you are removed from a train coal at Sparwood enroute to a mine other than Elkview you are entitled to 175 run miles. Claim the 175 run miles in the "Run Miles" section on the secondary screen, this will generate the length of run payment as provided by the collective agreement and the Sparwood Run Through Agreement.
- 50 mile HR claim for handling non-coal cars in Unit Coal Train Service or Lifting/Setting Off coal cars which are not destined for Roberts Bank. (Cranbrook HR Letter of Understanding)
- Crews are normally entitled to an EC payment when performing a HR lift or setoff. In the remarks screen provide the location of any work performed, include at least the first and last car number. Deduct any CD time from actual time switching when making an EC claim.
- Payment for a delay at Sparwood in excess of 20 minutes. Example; required to make a meet at Sparwood. This is a CD claim and would be entered the same as the mine loading claim illustrated above. The initial 20 minutes of a Sparwood delay must be deducted in calculating the actual time claimed for payment. Example, delayed 60 minutes submit CD claim for 40 minutes. (Article 22- Sparwood Run Through Agreement)

**3. Empty Coal Train - Crowsnest to Elkview (Returning East)**

**Initial Time** = On duty time at Sparwood until departure at OMTS Crowsnest (West Designated Switch)

**Run Miles** = 100 miles

**Final Time** = Arrival Time at Final Station/Change Off Point till off duty at Sparwood Resthouse.

**Ensure Proper Amounts are provided on the tie-up for:**

Train Length  
Caboose (Y/N)  
Over 3000 Horsepower (Y/N)  
Number of Working Units (#)  
Final Inspection (Must be set to "N")

**Overview of Required Tie-up Information:**

**Depart OMTS:** Enter time Departed West Designated Switch Crowsnest  
**Arrive OMTS:** Enter time Arrived at Fording River Sub Jct. Swt. Sparwood  
**Off Duty Time:** Enter time off duty at Sparwood  
**Room # and Rest:** As required

*(After all required information is entered on the first screen Press PF5)*

**On the Secondary Screen:**

**Miscellaneous Claims:** *Enter any misc. claims, i.e. Coal Detention (CD), Handling Revenue in Unit Coal Train (HR), etc.*

**4. Empty Coal Train - Crowsnest to Elkview (Returning East) Relieved**

**Initial Time** = On duty time at Sparwood until departure from the change off point.

**Run Miles** = 100 miles

**Final Time** = Arrival time at the Final Station/Change Off Point till off duty at the Sparwood Resthouse.  
*See Profile 3 if relieved.*

**Ensure Proper Amounts are provided on the tie-up for:**

Train Length  
Caboose (Y/N)  
Over 3000 Horsepower (Y/N)  
Number of Working Units (#)  
Final Inspection (Must be set to "N")

**Overview of Required Tie-up Information:**

**Depart OMTS:** Enter time Departed Change Off Point.  
**Arrive OMTS:** Enter time Arrived at Final Station/Change Off Point  
**Off Duty Time:** Enter time off duty at Sparwood  
**Room # and Rest:** As required

*(After all required information is entered on the first screen Press PF5)*

**On the Secondary Screen:**

**Miscellaneous Claims:** *Enter any misc. claims, i.e. Coal Detention (CD), Handling Revenue in Unit Coal Train (HR), etc.*

**5. Empty Coal Train - Crowsnest to Other Than Elkview (Returning East)**

**Initial Time** = On duty time at Sparwood until departure at OMTS Crowsnest (West Designated Switch)

**Run Miles** = 100 miles

**CD Claim (Coal Detention)**

**Turn at Sparwood** = Time occupied in running around train at Sparwood for North movement to mine.

**Load Time at Mine** = Time arrived at Spur Track Switch (SNS Fording) till time entering taxi to Sparwood.

*Example; 1 hour @ Sparwood, 2 hours & 50 minutes @ Mine*

**<<MISCELLANEOUS CLAIM>>**

CLAIM TYPE	AMOUNT	TYPE	CLAIM TYPE	AMOUNT	TYPE	CLAIM TYPE	AMOUNT	TYPE	CLAIM TYPE	AMOUNT
( CD - )	100	- T )	( CD - )	250	- T )	( - )	-	-	( - )	-

**Final Time** = Time entered Taxi till off duty at Sparwood (Time of Arrival at OMTS if Relieved at Sparwood)

**Ensure Proper Amounts are provided on the tie-up for:**

- Train Length
- Caboose (Y/N)
- Over 3000 Horsepower (Y/N)
- Number of Working Units (#)
- Final Inspection (Must be set to "N")

**Overview of Required Tie-up Information:**

- Depart OMTS:** Enter time Departed West Designated Switch Crowsnest
  - Arrive OMTS:** Enter time entering taxi at the mine. (Time of Arrival at OMTS if Relieved at Sparwood)
  - Off Duty Time:** Enter time off duty at Sparwood
  - Room # and Rest:** As required
- (After all required information is entered on the first screen Press PF5)*

**On the Secondary Screen:**

**Miscellaneous Claims:** Enter any misc. claims, i.e. Coal Detention (CD), Handling Revenue in Unit Coal Train (HR), etc.

**6. Empty Coal Train - Crowsnest to Other Than Elkview (Destined East) Relieved**

**Initial Time** = On duty time at Sparwood until departure from change off point.

**Run Miles** = 100 miles

**CD Claim (Coal Detention)**

**Turn at Sparwood** = Time occupied in running around train at Sparwood.

*Example; 1 hour @ Sparwood*

**Final Time** = Arrival Time at West Designated Swt. Crowsnest till Off Duty Time at Sparwood.

*See Profile 3 if relieved.*

**Ensure Proper Amounts are provided on the tie-up for:**

Train Length  
Caboose (Y/N)  
Over 3000 Horsepower (Y/N)  
Number of Working Units (#)  
Final Inspection (Must be set to "N")

**Overview of Required Tie-up Information:**

**Depart OMTS:** Enter time Departed Change Off Point.

**Arrive OMTS:** Arrival Time at Final Station/Change Off Point

**Off Duty Time:** Enter time off duty at Sparwood

**Room # and Rest:** As required

*(After all required information is entered on the first screen Press PF5)*

**On the Secondary Screen:**

**Miscellaneous Claims:** *Enter any misc. claims, i.e. Coal Detention (CD), Handling Revenue in Unit Coal Train (HR), etc.*

**7. Empty Coal Train - Crowsnest to Elkview (Destined West to Fort Steele) First Crew**

- **First Crew is called in turn around service at Sparwood – Second Crew is called Straight away to Fort Steele.**

**Initial Time** = On duty time at Sparwood until departure at OMTS Crowsnest (West Designated Switch)

**Run Miles** = 100 miles

**Final Time** = Arrival Time at Fording River Sub Jct. Switch Sparwood till off duty at Sparwood Resthouse.

**Ensure Proper Amounts are provided on the tie-up for:**

Train Length  
Caboose (Y/N)  
Over 3000 Horsepower (Y/N)  
Number of Working Units (#)  
Final Inspection (Must be set to "N")

**Overview of Required Tie-up Information:**

**Depart OMTS:** Enter time Departed West Designated Switch Crowsnest

**Arrive OMTS:** Enter time Arrived at Final Stn/Change Off Point

**Off Duty Time:** Enter time off duty at Sparwood

**Room # and Rest:** As required

*(After all required information is entered on the first screen Press PF5)*

**On the Secondary Screen:**

**Miscellaneous Claims:** *Enter any misc. claims, i.e. Coal Detention (CD), Handling Revenue in Unit Coal Train (HR), etc.*

**Other Claims**

- **50 mile HR claim for handling non-coal cars in Unit Coal Train Service or Lifting/Setting Off coal cars which are not destined for Roberts Bank. (Cranbrook HR Letter of Understanding)**
- **Crews are normally entitled to an EC (enroute conductor) payment (BLE Art 2.23/UTU Art. 11(h)) when performing a HR lift or setoff. In the remarks screen provide the location of any worked performed, include at least one car number. Deduct CD time for actual switching time when making an EC claim.**

**8. Empty Coal Train - Crowsnest to Other Than Elkview (Destined West to Fort Steele)**

- **First Crew is called in turn around service at Sparwood – Second Crew is called Straight away to Fort Steele.**

**Initial Time** = On duty time at Sparwood until departure at OMTS Crowsnest (West Designated Switch)

**Run Miles** = 100 miles

**Turn at Sparwood** = Time occupied in running around train at Sparwood for North movement to mine.

**Load Time at Mine** = Time arrived at Spur Track Switch (SNS Fording) till time entering taxi to Sparwood.

*Example; 1 hour @ Sparwood, 2 hours & 50 minutes @ Mine*

**<<MISCELLANEOUS CLAIM>>**

CLAIM	AMOUNT	TYPE	CLAIM	AMOUNT	TYPE	CLAIM	AMOUNT	TYPE	CLAIM	AMOUNT	TYPE
( CD - 100		- T )	( CD - 250		- T )	( - -		- )	( - -		- )

**Final Time** = Time entered Taxi till off duty at Sparwood or Arrival Time at the OMTS Sparwood

**Ensure Proper Amounts are provided on the tie-up for:**

- Train Length
- Caboose (Y/N)
- Over 3000 Horsepower (Y/N)
- Number of Working Units (#)
- Final Inspection (Must be set to "N")

**Overview of Required Tie-up Information:**

- Depart OMTS:** Enter time Departed West Designated Switch Crowsnest
- Arrive OMTS:** Enter time entering taxi at the Change Off Point or Arrival Time at the OMTS Sparwood
- Off Duty Time:** Enter time off duty at Sparwood
- Room # and Rest:** As required

*(After all required information is entered on the first screen Press PF5)*

**On the Secondary Screen:**

Miscellaneous Claims: *Enter any misc. claims, i.e. Coal Detention (CD), Handling Revenue in Unit Coal Train (HR), etc.*

**Other Claims**

- **50 mile HR claim for handling non-coal cars in Unit Coal Train Service or Lifting/Setting Off coal cars which are not destined for Roberts Bank. (Cranbrook HR Letter of Understanding)**
- **Crews are normally entitled to an EC (enroute conductor) payment (BLE Art 2.23/UTU Art. 11(h)) when performing a HR lift or setoff. In the remarks screen provide the location of any worked performed, include at least one car number. Deduct CD time for actual switching time when making an EC claim.**

**9. Straight Away Loaded Coal Train – Crowsnest to All Mines (Destined West) – Second Crew**

- **First Crew is called in turn around service at Sparwood – Second Crew is called Straight away to Fort Steele.**

**Initial Time** = On duty time at Sparwood until departure from the Change Off Point.

**Run Miles** = 100 miles plus any run miles either East or North of Sparwood. *Example; Change off at mile 11 of the Fording River Sub Claim 11 run miles on the Fording Sub and 100 run miles Sparwood to Fort Steele. Unless the train is still enroute to the mine the Run Miles Entitlement would be 23 + 134 run.*

**Final Time** = Arrival at Signal 955 Fort Steele (Jct Swt) till time off duty in Cranbrook.

**Ensure Proper Amounts are provided on the tie-up for:**

Train Length  
Caboose (Y/N)  
Over 3000 Horsepower (Y/N)  
Number of Working Units (#)  
Final Inspection (Must be set to "N")

**Overview of Required Tie-up Information:**

**Depart OMTS:** Enter time Departed Change Off Point  
**Arrive OMTS:** Enter time Arrived at Signal 955 Fort Steele (Jct Swt)  
**Off Duty Time:** Enter time off duty at Sparwood  
**Room # and Rest:** As required

*(After all required information is entered on the first screen Press PF5)*

**On the Secondary Screen:**

Miscellaneous Claims: *Enter any misc. claims, i.e. Coal Detention (CD), Handling Revenue in Unit Coal Train (HR), etc.*

**Other Claims**

- **50 mile HR claim for handling non-coal cars in Unit Coal Train Service or Lifting/Setting Off coal cars which are not destined for Roberts Bank.**
- **Crews are normally entitled to an EC (enroute conductor) payment when performing a HR lift or setoff. In the remarks screen provide the location of any worked performed, include at least one car number. Deduct any CD time from the actual switching time when making an EC claim.**
- **Payment for a delay at Sparwood in excess of 20 minutes. Example; required to make a meet at Sparwood, or held at Sparwood because a train is still loading at your mine destination. This is a CD claim and would be entered the same as the mine loading claim illustrated above. The initial 20 minutes of a Sparwood delay must be deducted in calculating the actual time claimed for payment. Example, delayed 60 minutes submit CD claim for 40 minutes. (Article 22- Sparwood Run Through Agreement).**

**10. Non Coal Train Out of Fort Steele to Crowsnest**

**Initial Time** = On duty time at Cranbrook until departure at OMTS Fort Steele (Junction Switch – Signal 955)

**Run Miles** = 100 miles

**Final Time** = Arrival at OMTS Crowsnest (West designated Switch) till off duty at Sparwood.

**Ensure Proper Amounts are provided on the tie-up for:**

Train Length  
Caboose (Y/N)  
Over 3000 Horsepower (Y/N)  
Number of Working Units (#)  
Final Inspection (Must be set to "N")

**Overview of Required Tie-up Information:**

**Depart OMTS:** Enter time Departed Signal 955 Fort Steele  
**Arrive OMTS:** Enter time Arrived at West Designated Switch Crowsnest.  
**Off Duty Time:** Enter time off duty at Sparwood  
**Room # and Rest:** As required

*(After all required information is entered on the first screen Press PF5)*

**On the Secondary Screen:**

Miscellaneous Claims: *Enter any misc. claims, i.e. Coal Detention (CD), Handling Revenue in Unit Coal Train (HR), etc.*

You may be required to go to the Secondary Screen on this tie-up to enter your run miles (100 miles) or make any other required changes.

**Miscellaneous Claims**

- **For Conductor Only work in terminal, enter CT in the code field (BLE Art. 3.02(1), (3)/UTU Art. 11 (I)), actual time involved in performing the work in the Amount field and "T" in the Type field. The claim code for work enroute is EC.**
- **To substantiate EC Claims include car numbers and work locations in remarks field.**
- **Crews on trains straight-away to Crowsnest and relieved/tied-up enroute are entitled to a 1 hour Final Time claim (CK Claim Code – Please note in the remarks field that this claim is for Final Time as provided by the Local Agreement for trains straight-away to Crowsnest).**

**11. Non Coal Train Out of Cranbrook to Crowsnest**

**Initial Time** = On duty time until departure at OMTS Cranbrook (Kimberley Sub Jct. Swt. North Star)

**Run Miles** = 104 miles

**Final Time** = Arrival at OMTS Crowsnest (West designated Switch) till off duty at Sparwood.

**Ensure Proper Amounts are provided on the tie-up for:**

Train Length  
Caboose (Y/N)  
Over 3000 Horsepower (Y/N)  
Number of Working Units (#)  
Final Inspection (Must be set to "N")

**Overview of Required Tie-up Information:**

**Depart OMTS:** Enter time Departed Cranbrook (Kimberley Sub Jct. Swt North Star)

**Arrive OMTS:** West Designated Switch Crowsnest.

**Off Duty Time:** Enter time off duty at Sparwood

**Room # and Rest:** As required

*(After all required information is entered on the first screen Press PF5)*

**On the Secondary Screen:**

Miscellaneous Claims: *Enter any misc. claims, enroute conductor (EC)etc.*

You may be required to go to the Secondary Screen on this tie-up to enter your run miles (104 miles) or make any other required changes.

**Miscellaneous Claims**

- **For Conductor Only work in terminal, enter CT in the code field (BLE Art. 3.02(1), (3)/UTU Art. 11 (I)), actual time involved in performing the work in the Amount field and "T" in the Type field. The claim code for work enroute is EC.**
- **To substantiate claims include car numbers and work locations in remarks field.**
- **Crews on trains straight-away to Crowsnest and relieved/tied-up enroute are entitled to a 1 hour Final Time claim (CK Claim Code – Please note in the remarks field that this claim is for Final Time as provided by the Local Agreement for trains straight-away to Crowsnest).**

**12. Straightaway Loaded Coal Train Through to Fort Steele**

**Initial Time** = On duty time Sparwood until departure at Spur Track Switch at the mine (SNS Fording & Coal Mountain). **Or Other Change Off Point.**

**Run Miles** = 134 miles Fording, 122 miles Greenhills/Coal Mountain, 110 miles Line Creek, 100 miles Elkview. **Or Other Change Off Point.**

**Final Time** = Arrival at Signal 955 Fort Steele (Jct Swt) till time off duty time at Cranbrook.

**Ensure Proper Amounts are provided on the tie-up for:**

Train Length  
Caboose (Y/N)  
Over 3000 Horsepower (Y/N)  
Number of Working Units (#)  
Final Inspection (Must be set to "N")

**Overview of Required Tie-up Information:**

**Depart OMTS:** Enter time Departed Spur track Switch or SNS Fording/Coal Mountain or Change Off Point

**Arrive OMTS:** Enter time Arrived Signal 955 Fort Steele

**Off Duty Time:** Enter time off duty at Cranbrook

**Rest:** As required

*(After all required information is entered on the first screen Press PF5)*

**On the Secondary Screen:**

**Run Miles:** Change run miles to correct amount

*(Fording 134, Greenhills 122, Line Creek 110, Elkview 100, Coal Mtn. 122)*

**Miscellaneous Claims:** Enter any misc. claims, i.e. Coal Detention (CD), Handling Revenue in Unit Coal Train (HR), etc.

**Other Claims**

- 50 mile HR claim for handling non-coal cars in Unit Coal Train Service or Lifting/Setting Off coal cars which are not destined for Roberts Bank. (see the Cranbrook HR letter of understanding)
- Crews are normally entitled to an EC (enroute conductor) payment when performing a HR lift or setoff. In the remarks screen provide the location of any worked performed, include at least one car number.
- Payment for a delay at Sparwood in excess of 20 minutes. Example; required to make a meet at Sparwood, or held at Sparwood because a train is still loading at your mine destination. This is a CD claim and would be entered the same as the mine loading claim illustrated above. The initial 20 minutes of a Sparwood delay must be deducted in calculating the actual time claimed for payment. Example, delayed 60 minutes submit CD claim for 40 minutes. (Article 22- Sparwood Run Through Agreement)

**13. Straightaway Loaded Coal Train Relieved Out of Sparwood at other than a Mine**

**Initial Time** = On duty time Sparwood until departure from change off point.

**Run Miles** = 100 miles plus any run miles either East or North of Sparwood. *Example; Change off at mile 11 of the Fording River Sub Claim 11 run miles on the Fording Sub and 100 run miles Sparwood to Fort Steele. Unless the train is still enroute to the mine the Run Miles Entitlement would be 23 + 134 run.*

**Final Time** = Arrival at Signal 955 Fort Steele (Jct Swt) till time off duty in Cranbrook.

**Ensure Proper Amounts are provided on the tie-up for:**

Train Length  
Caboose (Y/N)  
Over 3000 Horsepower (Y/N)  
Number of Working Units (#)  
Final Inspection (Must be set to "N")

**Overview of Required Tie-up Information:**

**Depart OMTS:** Enter time Departed from Change off point

**Arrive OMTS:** Enter time Arrived Signal 955 Fort Steele

**Off Duty Time:** Enter time off duty at Cranbrook

**Rest:** As required

*(After all required information is entered on the first screen Press PF5)*

**On the Secondary Screen:**

**Run Miles:** Change run miles to correct amount (See "Run Miles" above – to calculate run miles)

**Miscellaneous Claims:** Enter any misc. claims, i.e. Coal Detention (CD), Handling Revenue in Unit Coal Train (HR), etc.

**Other Claims**

- **50 mile HR claim for handling non-coal cars in Unit Coal Train Service or Lifting/Setting Off coal cars which are not destined for Roberts Bank.**
- **Crews are normally entitled to an EC (enroute conductor) payment when performing a HR lift or setoff. In the remarks screen provide the location of any worked performed, include at least one car number. Deduct any CD time from the actual switching time when making an EC claim.**
- **Payment for a delay at Sparwood in excess of 20 minutes. Example; required to make a meet at Sparwood, or held at Sparwood because a train is still loading at your mine destination. This is a CD claim and would be entered the same as the mine loading claim illustrated above. The initial 20 minutes of a Sparwood delay must be deducted in calculating the actual time claimed for payment. Example, delayed 60 minutes submit CD claim for 40 minutes. (Article 22- Sparwood Run Through Agreement).**

**14. Straightaway Loaded Coal Train Relieved Prior to Fort Steele**

**Initial Time** = On duty time Sparwood until departure at Spur Track Switch at the mine (SNS Fording & Coal Mountain).

**Run Miles** = Enter actual run miles, CMA will Auto-generated 100 miles. Enter D3 claim to make up miles from the mine to Fort Steele, 134 miles Fording, 122 miles Greenhills/Coal Mountain, 110 miles Line Creek, Elkview 100 miles.

**Final Time** = Not entitled to final time when relieved prior to Fort Steele on loaded coal trains. Relieved Responsibility time and Off Duty Time are Auto-generated as a D2 Claim

**Ensure Proper Amounts are provided on the tie-up for:**

Train Length  
Caboose (Y/N)  
Over 3000 Horsepower (Y/N)  
Number of Working Units (#)  
Final Inspection (Must be set to "N")

**Overview of Required Tie-up Information:**

**Depart OMTS:** Mine Spur track switch or SNS at Fording and Coal Mountain

**Arrival OMTS:** Enter Relvd Resp Time Time Entering Taxi

**Off Duty Time:** Enter time off duty at Cranbrook

**Rest:** As required

*(After all required information is entered on the first screen Press PF5)*

**On the Secondary Screen:**

**Run Miles:** Change run miles to correct amount - Actual miles run

**Miscellaneous Claims:** Enter any misc. claims, i.e. Coal Detention (CD), Handling Revenue in Unit Coal Train (HR), etc.

**Other Claims**

- **50 mile HR claim for handling non-coal cars in Unit Coal Train Service or Lifting/Setting Off coal cars which are not destined for Roberts Bank.**
- **Crews are normally entitled to an EC (enroute conductor) payment when performing a HR lift or setoff. In the remarks screen provide the location of any worked performed, include at least one car number. Deduct any CD time from the actual switching time when making an EC claim.**
- **Payment for a delay at Sparwood in excess of 20 minutes. Example; required to make a meet at Sparwood, or held at Sparwood because a train is still loading at your mine destination. This is a CD claim and would be entered the same as the mine loading claim illustrated above. The initial 20 minutes of a Sparwood delay must be deducted in calculating the actual time claimed for payment. Example, delayed 60 minutes submit CD claim for 40 minutes. (Article 22- Sparwood Run Through Agreement).**

**15. Relief of Loaded Coal or Manifest Train West of Sparwood**

**Initial Time =** No initial time claim. On Duty Time and Work Began Time will Auto-generate a D1 Claim.

**Run Miles =** Entitled to 100 miles. Enter actual miles run, CMA will Auto-generate 100 run miles consisting of; D1, actual run miles, and constructive.

**Final Time =** Arrival at Signal 955 Fort Steele (Jct Swt) or Kimberley Sub Jct. Swt. North Star till time off duty at Cranbrook.

**Ensure Proper Amounts are provided on the tie-up for:**

Train Length  
Caboose (Y/N)  
Over 3000 Horsepower (Y/N)  
Number of Working Units (#)  
Final Inspection (Must be set to "N")

**Overview of Required Tie-up Information:**

**Work began:** Enter time arrived at change off point

**Turn Around Time:** Claim the time from arrival at the Change off point in the taxi till departing with the train. (Claim as CK on the Secondary Screen)

**Arrival OMTS:** Signal 955 Fort Steele or Kimberley Sub Jct. Swt. North Star

**Off Duty Time:** Enter time off duty at Cranbrook

**Rest:** As required

**Notes**

- **The Engineer and Conductor are entitled to claim the time from arrival at the Change off point in the taxi till departing with the train. (CK Claim Code – Please note in the remarks field that this claim is for Final Time as provided by the Local Agreement for trains straight-away to Crowsnest).**
- **You will be required to go to the Secondary Screen on this tie-up to enter your actual run miles or make any other required changes.**

**Other Claims**

- **50 mile HR claim for handling non-coal cars in Unit Coal Train Service or Lifting/Setting Off coal cars which are not destined for Roberts Bank.**
- **Crews are normally entitled to an EC (enroute conductor) payment when performing a HR lift or setoff. In the remarks screen provide the location of any worked performed, include at least one car number.**

**16. Non Coal Trains Out of Crowsnest to Fort Steele**

**Initial Time** = On duty time Sparwood until departure at OMTS Crowsnest (West Designated Switch).

**Run Miles** = 100 miles

**Final Time** = Arrival at Signal 955 Fort Steele (Jct Swt) till time off duty at Cranbrook

**Ensure Proper Amounts are provided on the tie-up for:**

Train Length  
Caboose (Y/N)  
Over 3000 Horsepower (Y/N)  
Number of Working Units (#)  
Final Inspection (Must be set to "N")

**Overview of Required Tie-up Information:**

**Depart OMTS:** Enter time Departed West Designated Switch Crowsnest  
**Arrive OMTS:** Enter time Arrived Signal 955 (Jct. Swt.) Fort Steele  
**Off Duty Time:** Enter time off duty at Cranbrook  
**Rest:** As required

You may be required to go to the **Secondary Screen** on this tie-up to enter your run miles (100 miles) or make any other required changes.

**Miscellaneous Claims**

- For **Conductor Only** work in terminal, enter CT in the code field, actual time involved in performing the work in the Amount field and "T" in the Type field. The claim code for work enroute is EC.
- To substantiate claims include car numbers and work locations in remarks field.

**17. Non Coal Trains Out of Crowsnest to Cranbrook**

**Initial Time** = On duty time Sparwood until departure at OMTS Crowsnest (West Designated Switch).

**Run Miles** = 104 miles

**Final Time** = Arrival at Kimberley Sub Jct Swt North Star till time off duty at Cranbrook

**Ensure Proper Amounts are provided on the tie-up for:**

Train Length  
Caboose (Y/N)  
Over 3000 Horsepower (Y/N)  
Number of Working Units (#)  
Final Inspection (Must be set to "N")

**Overview of Required Tie-up Information:**

**Depart OMTS:** Enter time Departed West Designated Switch Crowsnest  
**Arrive OMTS:** Enter time Arrived Kimberley Sub Jct. Swt. North Star  
**Off Duty Time:** Enter time off duty at Cranbrook  
**Rest:** As required

You may be required to go to the Secondary Screen on this tie-up to enter your run miles (104 miles) or make any other required changes.

**Miscellaneous Claims**

- **For Conductor Only work in terminal, enter CT in the code field, actual time involved in performing the work in the Amount field and "T" in the Type field. The claim code for work enroute is EC.**
- **To substantiate claims include car numbers and work locations in remarks field.**

**18. Direct Hit for a Coal Train in Straight Away Service**

**Initial Time** = Time arrived at Sparwood until departure at OMTS at a Mine or other Crew Change Off Location

**DH to Sparwood** = 100 miles

**\*Run Miles** = Fording 134      Greenhills 122      Line Creek 110      Elkview 100      Coal Mtn 122

\* Run Miles to the mines may be more or less if you change off at other then the mine. In this case claim at least 100 miles or as entitled per the above run miles entitlement plus any actual miles run on the Fording or Byron Creek Sub and/or the Cranbrook Sub East of Sparwood.

**Final Time** = Arrival Time at Signal 955 Fort Steele (Jct Swt) till time off duty at Cranbrook.

**Ensure Proper Amounts are provided on the tie-up for:**

Train Length

Actual Miles (Enter at least 2 run miles even if no actual miles are run this will generate the Length of Run Allowance)

Caboose (Y/N)

Over 3000 Horsepower (Y/N)

Number of Working Units (#)

Final Inspection (Must be set to "N")

**Overview of Required Tie-up Information:**

**Work Began:** Enter Work Began Time (90 minutes from the time ordered at Cranbrook - CMA will Auto-generate a D1 claim for 19 miles) - enter a D3 claim for 81 miles

**Depart OMTS:** Enter time Departing the Mine or change off location

**Arrive OMTS:** Enter time Arrived at Signal 955 (Jct. Swt.) Fort Steele

**Off Duty Time:** Enter time off duty at Cranbrook

**Rest:** As required

**Miscellaneous Claims**

- There are instances where CMA auto-generates pay and incorrectly inflates these DHIT claims. The recommended fix for this problem is for crews tying up to calculate their claim entitlement manually and then correct their claim by adjusting the D3 claim to achieve the correct claim entitlement. If CS is generated by CMA the amount generated will likely be equal to your D3 entitlement for the DH portion to Sparwood.
- All Crews in Direct Hit Deadhead Service are entitled to the \$80 NR payment if in excess of 12 hours reporting off duty at Cranbrook. This claim must be entered manually on the secondary screen using the NR claim code and entering the \$ amount as 8000 (no decimal).
- If all the Misc. Claim spaces are full and you require a space combine at least the two D3 claims into one and explain in the comments what the combined D3 consists of.

**19. Tie Up Example Direct Hit for a Coal Train in Straight Away Service**

TRAIN: TEST 2 - SECONDARY TIE UP SCREEN OF 03/05/01 1100 PSTS07E

EMPLOYEE NAME CC OC-PAID TTOD MLG GRANDFATHERED  
 Rough, T.R. (Trip) EN 75 0830

PREP ORDR	DOMTS	INIT	ACTUAL	CONST	OT	AOMTS	FNLT	OFFD	FNLI	BONUS	TOTAL
CLOCK: 1100	1530		1830	1930							
TIME : 00	0300		0000	0100	00						
MILES: 00	038	100	000	000	013	00				0251	

<<<<< EMPLOYEE CLAIMS >>>>>

WKBG/DOMTS AOMTS/RRESP JOB TYP: 04 CO ONL: Y RUN MLS: 100 FNL INS: N  
 ORDER -W 1230 -A 030501 1830 OFF DTY: 1930 REQ BK: WRK HRS: WRK UNT: 02  
 1100 -D 1530 -R TRN LNG: 06898 SH @OT: TRN MLS: HRS PWR: Y

<< MISCELLANEOUS CLAIMS >>

CLAIM AMOUNT	TYPE	CLAIM AMOUNT	TYPE	CLAIM AMOUNT	TYPE	CLAIM AMOUNT	TYPE
( D1 - 019	- M )	( D3 - 081	- M )	( - - - )	( - - - )	( - - - )	( - - - )
( - - - )	( - - - )	( - - - )	( - - - )	( - - - )	( - - - )	( - - - )	( - - - )

DEFER PAYMENT? (Y/N): N

<<<<<<<<< REMARKS >>>>>>>>>

D1 = 1:30 DH Time to Sparwood 19 miles  
 D3 = 81 miles 19 D1 miles to make 100 DH entitlement to Sparwood

ENTER=PROCESS PF1=HELP PF3=NXT EMP/EXIT PF5=UPDATE PF10=DELAYS

**Notes**

- There are instances where CMA auto-generates pay and incorrectly inflates these DHIT claims. The recommended fix for this problem is for crews tying up to calculate their claim entitlement manually and then correct their claim by adjusting the D3 claim to achieve the correct claim entitlement. If CS is generated by CMA the amount generated will likely be equal to your D3 entitlement for the DH portion to Sparwood.
- All Crews in Direct Hit Deadhead Service are entitled to the \$80 NR payment if in excess of 12 hours reporting off duty at Cranbrook. This claim must be entered manually on the secondary screen using the NR claim code and entering the \$ amount as 8000 (no decimal).
- If all the Misc. Claim spaces are full and you require a space combine at least the two D3 claims into one and explain in the comments what the combined D3 consists of.

**20. Direct Hit for a Coal Train in Straight Away Service & Relieved Enroute**

**Initial Time** = Time arrived at Sparwood until departure at OMTS at a Mine or other Crew Change Off Location

**DH to Sparwood** = 100 miles

**\*Run Miles** = Fording 134      Greenhills 122      Line Creek 110      Elkview 100      Coal Mtn 122

\* **Run Miles to the mines may be more or less if you change off at other than the mine. In this case claim at least 100 miles or as entitled per the above run miles entitlement plus any actual miles run on the Fording or Byron Creek Sub and/or the Cranbrook Sub East of Sparwood.**

**Final Time** = Time Relieved Responsibility

**Ensure Proper Amounts are provided on the tie-up for:**

Train Length

Actual Miles (Enter at least 2 run miles even if no actual miles are run this will generate the Length of Run Allowance)

Caboose (Y/N)

Over 3000 Horsepower (Y/N)

Number of Working Units (#)

Final Inspection (Must be set to "N")

**Overview of Required Tie-up Information:**

**Work Began:** Enter Work Began Time (90 minutes from the time ordered at Cranbrook - CMA will Auto-generate a D1 claim for 19 miles) - enter a D3 claim for 81 miles

**Depart OMTS:** Enter time Departing the Mine or change off location

**Relieved Responsibility:** Enter time entering the taxi at the location where you are relieved

**Off Duty Time:** Enter time off duty at Cranbrook

**Rest:** As required

**Miscellaneous Claims**

- There are instances where CMA auto-generates pay and incorrectly inflates these DHIT claims. The recommended fix for this problem is for crews tying up to calculate their claim entitlement manually and then correct their claim by adjusting the D3 claim to achieve the correct claim entitlement. If CS is generated by CMA the amount generated will likely be equal to your D3 entitlement for the DH portion to Sparwood.
- All Crews in Direct Hit Deadhead Service are entitled to the \$80 NR payment if in excess of 12 hours reporting off duty at Cranbrook. This claim must be entered manually on the secondary screen using the NR claim code and entering the \$ amount as 8000 (no decimal).
- If all the Misc. Claim spaces are full and you require a space combine at least the two D3 claims into one and explain in the comments what the combined D3 consists of.
- If you are removed from a train coal at Sparwood enroute to a mine other than Elkview you are entitled to 175 run miles. Claim the 175 run miles in the run miles section in the secondary screen. This will also generate the length of run payment as provided by the collective agreement and the Sparwood Run Through Agreement.



**22. Coal Train in Direct Hit in Turn Around Service at Sparwood**

**Initial Time** = Time arrived at Sparwood until departure at OMTS at a Mine or other Crew Change Off Location

**DH to Sparwood** = 100 miles    **\*Run Miles** = Minimum 100 miles    **DH from Sparwood** = 100 miles

**Final Time** = Arrival Time at West Designated Switch Crowsnest or Change Off location till time departing or passing by Sparwood in the taxi.

**Ensure Proper Amounts are provided on the tie-up for:**

Train Length  
Actual Miles 100 miles  
Caboose (Y/N)  
Over 3000 Horsepower (Y/N)  
Number of Working Units (#)  
Final Inspection (Must be set to "N")

**Overview of Required Tie-up Information:**

**Work Began:** Enter Work Began Time (90 minutes from the time ordered at Cranbrook - CMA will Auto-generate a D1 claim for 19 miles) - enter a D3 claim for 81 miles.

**Depart OMTS:** Enter time Departing Crowsnest or the Mine or other change off location

**Relieved Responsibility:** Enter time departing or passing Sparwood in the taxi enroute to Cranbrook

**Off Duty Time:** Enter time off duty at Cranbrook (CMA will auto-generate a D2 Claim for taxi time return to Cranbrook – submit another D3 claim to obtain the 100 mile DH returning to Cranbrook.

**Final Time:** Submit a FT claim for all time occupied from the time Arrived at West Designated Switch Crowsnest or the time arriving at the Change off Location (or time entering the taxi if the change off location is the mine) until the taxi arrives or passes Sparwood.

**Rest:** As required

**Miscellaneous Claims**

- There are instances where CMA auto-generates pay and incorrectly inflates these DHIT claims. The recommended fix for this problem is for crews tying up to calculate their claim entitlement manually and then correct their claim by adjusting the D3 claim to achieve the correct claim entitlement. If CS is generated by CMA the amount generated will likely be equal to your D3 entitlement for the DH portion to Sparwood.
- All Crews in Direct Hit Deadhead Service are entitled to the \$80 NR payment if in excess of 12 hours reporting off duty at Cranbrook. This claim must be entered manually on the secondary screen using the NR claim code and entering the \$ amount as 8000 (no decimal).
- If all the Misc. Claim spaces are full and you require a space combine at least the two D3 claims into one and explain in the comments what the combined D3 consists of.

23. Tie Up Example for Coal Train in DHIT Turn Around Service at Sparwood

TRAIN: TEST 3 - SECONDARY TIE UP SCREEN OF 03/05/01 1130 PSTS07E  
 EMPLOYEE NAME CC OC-PAID TTOD MLG GRANDFATHERED  
 Rough, T.R. (Trip) ESB EN 75 1200

PREP ORDR DOMTS INIT ACTUAL CONST OT AOMTS FNLT OFFD FNLI BONUS TOTAL  
 CLOCK: 1130 1800 2100 2330  
 TIME : 00 0500 0000 0100 00  
 MILES: 00 063 100 000 000 013 00 0389

<<<<< EMPLOYEE CLAIMS >>>>>

WKBG/DOMTS AOMTS/RRESP JOB TYP: 04 CO ONL: Y RUN MLS: 100 FNLI INS: N  
 ORDER -W 1300 -A 030501 2100 OFF DTY: 2330 REQ BK: WRK HRS: WRK UNT: 03  
 1130 -D 1800 -R 030501 2200 TRN LNG: 06898 SH @OT: TRN MLS: HRS PWR: Y

<< MISCELLANEOUS CLAIMS >>

CLAIM AMOUNT TYPE CLAIM AMOUNT TYPE CLAIM AMOUNT TYPE CLAIM AMOUNT TYPE  
 (D1 - 019 - M) (D3 - 081 - M) (D2 - 019 - M) (D3 - 081 - M)  
 (CD - 100 - T) (FT - 0100 - T) ( - - ) ( - - )

DEFER PAYMENT? (Y/N): N

<<<<<<<< REMARKS >>>>>>>>>

D1 – Taxi time to Sparwood  
 D3 – 81 miles to make 100 mile DH to Sparwood  
 D2 – Taxi time to Cranbrook  
 D3 – 81 miles to make 100 mile DH to Cranbrook  
 CD – (1 hr) Turn train at Sparwood  
 FT – (1 hr) Arrival time at Crowsnest (or other change off location) till passing by or departing Sparwood in the taxi on return to Cranbrook.

ENTER=PROCESS PF1=HELP PF3=NXT EMP/EXIT PF5=UPDATE PF10=DELAYS  
 UPDATE WAS SUCCESSFUL. NOTIFY CMC IF UPDATE AFFECTS REST OR PLACEMENT U001-1

Notes

- There are instances where CMA auto-generates pay and incorrectly inflates these DHIT claims. The recommended fix for this problem is for crews tying up to calculate their claim entitlement manually and then correct their claim by adjusting the D3 claim to achieve the correct claim entitlement. If CS is generated by CMA the amount generated will likely be equal to your D3 entitlement for the DH portion to Sparwood.
- All Crews in Direct Hit Deadhead Service are entitled to the \$80 NR payment if in excess of 12 hours reporting off duty at Cranbrook. This claim must be entered manually on the secondary screen using the NR claim code and entering the \$ amount as 8000 (no decimal).
- If all the Misc. Claim spaces are full and you require a space combine at least the two D3 claims into one and explain in the comments what the combined D3 consists of.

**24. Direct Hit for (Non-Coal) Trains at Crowsnest**

**Initial Time** = Time arrived at Sparwood until departure at OMTS Crowsnest (West Designated Switch).

**DH to Sparwood** = 100 miles                      **Run Miles** = 104 miles Cranbrook/100 miles Fort Steele

**Final Time** = Arrival at Kimberley Sub Jct Swt North Star or Signal 955 Fort Steele (Jct Swt) till time off duty at Cranbrook.

**Ensure Proper Amounts are provided on the tie-up for:**

Train Length  
Caboose (Y/N)  
Over 3000 Horsepower (Y/N)  
Number of Working Units (#)  
Final Inspection (Must be set to "N")

**Overview of Required Tie-up Information:**

**Work Began:** Enter Work Began Time (CMA will Auto-generate a D1 claim) - enter a D3 claim for the difference between D1 and 100 miles for the DH to Sparwood.

**Depart OMTS:** Enter time Departing West Designated Switch Crowsnest

**Arrive OMTS:** Enter time Arrived Kimberley Sub Jct. Swt. North Star or Signal 955 (Jct. Swt.) Fort Steele

**Off Duty Time:** Enter time off duty at Cranbrook

**Rest:** As required

You may be required to go to the Secondary Screen on this tie-up to enter your run miles or make any other required changes.

**Miscellaneous Claims**

- There are instances where CMA auto-generates pay and incorrectly inflates these DHIT claims. The recommended fix for this problem is for crews tying up to calculate their claim entitlement manually and then correct their claim by adjusting the D3 claim to achieve the correct claim entitlement. If CS is generated by CMA the amount generated will likely be equal to your D3 entitlement for the DH portion to Sparwood.
- All Crews in Direct Hit Deadhead Service are entitled to the \$80 NR payment if in excess of 12 hours reporting off duty at Cranbrook. This claim must be entered manually on the secondary screen using the NR claim code and entering the \$ amount as 8000 (no decimal).
- For Conductor Only work in terminal, enter CT in the code field, actual time involved in performing the work in the Amount field and "T" in the Type field. The claim code for work enroute is EC.
- To substantiate claims include car numbers and work locations in remarks field.

**25. Direct Hit (Non- Coal) Train Relieved**

**Initial Time** = Time arrived at Sparwood until departure at OMTS Crowsnest (West Designated Switch).

**DH to Sparwood** = 100 miles                      **Run Miles** = Claim Actual Miles Run.

**Final Time** = Enter Relieved Responsibility Time and Off Duty Time.

CMA will use this time to Auto-generate a D2 Claim to make a minimum day consisting of; Actual Miles Run, Constructive Miles and the D2 Claim for the portion of your trip from Crowsnest to Cranbrook.

**Ensure Proper Amounts are provided on the tie-up for:**

Train Length  
Caboose (Y/N)  
Over 3000 Horsepower (Y/N)  
Number of Working Units (#)  
Final Inspection (Must be set to "N")

**Overview of Required Tie-up Information:**

**Work Began:** Enter Work Began Time (CMA will Auto-generate a D1 claim) - enter a D3 claim for the difference between D1 and 100 miles for the DH to Sparwood.

**Depart OMTS:** Enter time Departing West Designated Switch Crowsnest

**Relieved Responsibility:** Enter time entering Taxi at the Change Off Point

**Off Duty Time:** Enter time off duty at Cranbrook

**Rest:** As required

You may be required to go to the Secondary Screen on this tie-up to enter your run miles or make any other required changes.

**Miscellaneous Claims**

- **All Crews in Direct Hit Deadhead Service are entitled to the \$80 NR payment if in excess of 12 hours reporting off duty at Cranbrook. This claim must be entered manually on the secondary screen using the NR claim code and entering the \$ amount as 8000 (no decimal).**
- **For Conductor Only work in terminal, enter CT in the code field, actual time involved in performing the work in the Amount field and "T" in the Type field. The claim code for work enroute is EC. To substantiate claims include car numbers and work locations in remarks field.**

**26. Non Coal Trains Out of Crowsnest to Fort Steele/Cranbrook Relieved**

**Initial Time** = On duty time Sparwood until departure at OMTS Crowsnest (West Designated Switch).

**Run Miles** = Enter Actual Miles Run

**Final Time** = Enter Relieved Responsibility Time and Off Duty Time.

**Not entitled to Final Time.** CMA will use this time to Auto-generate a D2 Claim to make a minimum day consisting of; Actual Miles Run, Constructive Miles and the D2 Claim.

**Ensure Proper Amounts are provided on the tie-up for:**

Train Length  
Caboose (Y/N)  
Over 3000 Horsepower (Y/N)  
Number of Working Units (#)  
Final Inspection (Must be set to "N")

**Overview of Required Tie-up Information:**

**Depart OMTS:** Enter time Departed West Designated Switch Crowsnest

**Relieved Responsibility:** Enter time entering Taxi at the Change Off Point

**Off Duty Time:** Enter time off duty at Cranbrook

**Rest:** As required

You may be required to go to the Secondary Screen on this tie-up to enter your run miles or make any other required changes.

**Miscellaneous Claims**

- **For Conductor Only work in terminal, enter CT in the code field, actual time involved in performing the work in the Amount field and "T" in the Type field. The claim code for work enroute is EC.**
- **To substantiate claims include car numbers and work locations in the remarks field.**

**27. Crew Called Straightaway to Sparwood/Crowsnest Relieved account Booking Rest Enroute and Returned to Home Terminal**

**Initial Time =** On duty time Cranbrook until departure at Kimberley Sub Jct Switch North Star **or** Signal 955 Fort Steele.

**Run Miles =** Enter actual run miles.

**Final Time =** Enter Time of arrival at OMTS/Change Off Location, show reporting off duty once you depart that location in the taxi .

**Ensure Proper Amounts are provided on the tie-up for:**

Train Length  
Caboose (Y/N)  
Over 3000 Horsepower (Y/N)  
Number of Working Units (#)  
Final Inspection (Must be set to "N")

**Overview of Required Tie-up Information:**

**Special Note:** When completing the working portion of the trip change the "Arrival Stn" Number on Screen 1 to 55555 – contact the Crew Dispatcher and they will generate a separate Deadhead claim back to your home terminal using the 55555 Station identification.

**Depart OMTS:** Kimberley Sub Jct. Swt. North Star **OR** Signal 955 Fort Steele

**Relvd Resp:** Enter Time of Arrival at the OMTS/Change Off Location

**Off Duty Time:** Enter Time You Depart Change Off Location in the Taxi

**Rest:** Book desired Rest on the separate Deadhead Tie-up

*(After all required information is entered on the first screen Press PF5)*

**On the Secondary Screen:**

**Run Miles:** Change run miles to correct amount - Actual miles run

**Miscellaneous Claims:** Enter any misc. claims, i.e. Coal Detention (CD), Handling Revenue in Unit Coal Train (HR), etc.

**Other Claims**

- **50 mile HR claim for handling non-coal cars in Unit Coal Train Service or Lifting/Setting Off coal cars which are not destined for Roberts Bank.**
- **Crews are normally entitled to an EC (enroute conductor) payment when performing a HR lift or setoff. In the remarks screen provide the location of any worked performed, include at least one car number. Deduct any CD time from the actual switching time when making an EC claim.**

# Tie-Up Reference Manual Moyie & Nelson (McConnell Turn) Subdivisions

*Revised January 30, 2005*

In order for CMA to correspond with the established fixed mileage of 148 miles and 175 miles for turn service between Cranbrook and Kingsgate, a **“Work Began”** time or **“Relieved Responsibility”** time must be populated when tying up (A **“Work Began”** time when deadheaded out to Kingsgate and a **“Relieved Responsibility”** time when deadheaded home from Kingsgate).

These turns have been set up in CMA as if they were TCS's. In order to tie up a TCS, the system will require either a **“Work Began”** time or **“Relieved Responsibility”** time.

When either a **“Work Began”** time or a **“Relieved Responsibility”** time is entered deadheading time would generate payment on top of the fixed mileage. Therefore to generate the correct fixed rate these times, along with the switch time must be the same as your **“Order Time”** or **“Off Duty”** time.

If the **“Work Began”** field was populated, the time shown should be the same as your **“Order Time”**, along with the **“DOMTS”** time. If the **“Relieved Responsibility”** time was populated, it should be the same as your **“Off Duty”** time, along with the **“AOMTS”** time. This will then prevent the system from generating any deadheading time over and above the established fixed mileage. Find examples of tying up these trains below.

**Tie-up Index for Trains on the Moyie & Nelson (McConnell Turn)  
Subdivisions**

**Page 1. [West Pool Fixed Rate Claim Codes](#)**

Profile/Page 2	<a href="#">Taxi (Deadhead) Kingsgate – Train to Cranbrook</a>
Profile/Page 3	<a href="#">Train to Kingsgate – Taxi (Deadhead) to Cranbrook</a>
Profile/Page 4	<a href="#">Work Both Ways – Train to Kingsgate &amp; Train Back to Cranbrook</a>
Profile/Page 5	<a href="#">Short Turn Relief (East of Mile 40) – Submitting Claim as per the Collective Agreement rather than the Fixed Mileage Agreement.</a>

## West Pool Codes

Trn Origin Stn	Tie Up Stn	Fixed Mileage	Threshold time	Route
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**Kingsgate Turn (wrk&dh):**

09040	09040	148 (123)	240 min.	KL
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**Kingsgate Turn (wrk&wrk):**

09040	09040	175 (150)	360 min.	KH
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**Kingsgate Turn (relief)/Rest Booked – Opting to claim per the Collective Agreement:**

09040	09040	N/A	N/A	KT
-------	-------	-----	-----	----

**McConnell Turn (wrk&dh):**

09040	09040	148 (123)	240 min.	ML
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**McConnell Turn (wrk&wrk):**

09040	09040	175 (150)	360 min.	MH
-------	-------	-----------	----------	----

**McConnell Turn (relief)/Rest Booked – Opting to claim per the Collective Agreement:**

09040	09040	N/A	N/A	MC
-------	-------	-----	-----	----

**NN - 25 Non-Chargeable miles to top up West Pool fixed mileages**

**MM - Exceeding threshold West Pool**

**Notes:** When using the KT Route Claim Code for short relief or when opting for payment as per the Collective Agreement you will be required to manually enter a claim for your initial time using the IT Claim Code.

When deadheading from Kingsgate and reporting off duty at Cranbrook you are required to show the same time for arrival, relieved responsibility and off duty time. Be sure to use the actual off duty time - this should correctly establish your board placement, be sure to check your board placement.

When deadheading to Kingsgate and working back to Cranbrook your work began time should be the same as your On Duty time. Arrival and Off Duty time at Cranbrook should also be the same.

**Deadhead to Kingsgate – Work to Cranbrook**

Trn Origin Stn	Tie Up Stn	Fixed Mileage	Threshold time	Route
09040	09040	148	240 min.	KL

*Crews working one way (i.e.: train ex Cranbrook to Kingsgate & DH back, or DH to Kingsgate bring train back to Cranbrook) will be paid a fixed mileage of 148 miles inclusive of all initial time, run miles, time at the turnaround point and final time.*

*One way is defined as working or deadheading West of Mile 40 on the Moyie Sub and then working or deadheading to report off duty at Cranbrook.*

**Deadhead Kingsgate – Work Cranbrook:**

```

                                TIE UP SCREEN                                PSTS07B
TRAIN:( 568-01 KT      -      ) OF: 031117 - 1100 JOB TYPE: 04 ROUTE: KL COND-ONLY:Y
METHOD OF PAY:  FIXED
TRAIN ORIGIN STN: 09040          TURN OR WRK>DH STN: 09088          TIEUP STN : 09040

DOMTS      : 1100          HELD OUT:          AOMTS DATE-TIME      : 031117 - 1600
WRK BEGAN: 1100          RELVD RESP DATE-TIME:          -

  TRAIN   CAB  > 3000  WORK  FINAL  ACTUAL          SWITCH  F-125
  LENGTH   ?   HRSPWR  UNITS  INSPC  MILES          ENRTE   FAXED
( 6000 ) ( N ) ( Y ) ( 03 ) ( N ) ( 049 )          ( ) ( )

X          EMPLOYEE NAME          CC R ORDR OFFD REST  H ST? MLS  H/A  ROOM CALL
x          Rough, RT              EN 1100 1700
    
```

ENTER=INQ/PRCSS PF1=HELP PF3=EXIT PF4=RTE PF5=TIEUP PF10=DLYS PF11=CLMS

## Work to Kingsgate – Deadhead to Cranbrook

Trn Origin Stn	Tie Up Stn	Fixed Mileage	Threshold time	Route
09040	09040	148	240 min.	KL

*Crews working one way (i.e.: train ex Cranbrook to Kingsgate & DH back, or DH to Kingsgate bring train back to Cranbrook) will be paid a fixed mileage of 148 miles inclusive of all initial time, run miles, time at the turnaround point and final time.*

*One way is defined as working or deadheading West of Mile 40 on the Moyie Sub and then working or deadheading to report off duty at Cranbrook.*

**Work Kingsgate – Deadhead Cranbrook:**

```

                                TIE UP SCREEN                                PSTS07B
TRAIN:( 567-01 KT      -      ) OF: 031117 - 1100 JOB TYPE: 04 ROUTE: KL COND-ONLY:Y
METHOD OF PAY: FIXED
TRAIN ORIGIN STN: 09040          TURN OR WRK>DH STN: 09088          TIEUP STN : 09040

DOMTS      : 1200          HELD OUT:          AOMTS DATE-TIME      : 010813 - 1500
WRK BEGAN:          RELVD RESP DATE-TIME: 010813 - 1500

  TRAIN      CAB  > 3000  WORK  FINAL  ACTUAL          SWTCH  F-125
  LENGTH     ?   HRSPWR  UNITS  INSPC  MILES          ENRTE  FAXED
( 6000 ) ( N ) ( Y ) ( 03 ) ( N ) ( 049 )          ( ) ( )

X          EMPLOYEE NAME          CC R ORDR OFFD REST  H ST? MLS  H/A  ROOM CALL
x          Rough, RT          EN 1100 1500
    
```

ENTER=INQ/PRCSS PF1=HELP PF3=EXIT PF4=RTE PF5=TIEUP PF10=DLYS PF11=CLMS

**Work Both Ways – Cranbrook to Kingsgate & Return**

*Crews working both ways (i.e.: train ex Cranbrook to Kingsgate and bring another train from Kingsgate to Cranbrook) will be paid a fixed mileage of 175 miles inclusive of all initial time, run miles, and time at the turnaround point and final time.*

*Two way is working to Yahk or Kingsgate which includes deadheading to an intermediate point east of Mile 40 and arriving at either Yahk or Kingsgate and returning with a train to a point east of Mile 40.*

Trn Origin Stn	Tie Up Stn	Fixed Mileage	Threshold time	Route
09040	09040	175	360 min.	<b>KH</b>

**Work Kingsgate – Work Cranbrook:**

```

                                TIE UP SCREEN                                PSTS07B
TRAIN:( 568-01 KT      -      ) OF: 031117 - 1100 JOB TYPE: 04 ROUTE: KH COND-ONLY:Y
METHOD OF PAY:  FIXED
TRAIN ORIGIN STN: 09040          TURN OR WRK>DH STN: 09088          TIEUP STN : 09040

DOMTS      : 1100          HELD OUT:          AOMTS DATE-TIME      : 031117 - 1600
WRK BEGAN: 1100          RELVD RESP DATE-TIME:          -

  TRAIN   CAB   > 3000   WORK   FINAL   ACTUAL           SWTCH   F-125
  LENGTH   ?   HRSPWR   UNITS   INSPC   MILES           ENRTE   FAXED
( 6000 ) ( N ) ( Y ) ( 03 ) ( N ) ( 098 )           ( ) ( )

X          EMPLOYEE NAME          CC R ORDR OFFD REST  H ST? MLS  H/A  ROOM CALL
x          Rough, RT              EN 1100 1700
    
```

ENTER=INQ/PRCSS PF1=HELP PF3=EXIT PF4=RTE PF5=TIEUP PF10=DLYS PF11=CLMS

**Short Turn Relief (East of Mile 40 on the Moyie Sub)  
&  
Submitting Claim as per Collective Agreement Rather Than Fixed Rate**

<u>Trn Origin Stn</u>	<u>Tie Up Stn</u>	<u>Fixed Mileage</u>	<u>Threshold time</u>	<u>Route</u>
09040	09040	N/A	N/A	<b>KT</b>

*Short turn relief's will continue to be paid as per the Collective agreement(s). A short turn relief is any relief occurring East of Mile 40 on the Moyie Sub when a crew is called to taxi from Cranbrook to retrieve a train back to Cranbrook.*