



Teamsters Canada Rail Conference

Last Revision Nov. 3, 2011

February 22, 1999

LOCAL RULES IN EFFECT AT REVELSTOKE, B.C., BETWEEN CP RAIL AND THE BROTHERHOOD OF LOCOMOTIVE ENGINEERS, DIV.657

It is agreed that the following Local Rules will take effect on the date signed and will remain in effect until revised or terminated on sixty (60) days written notice by one party to the other.

LOCAL RULE # 1 – FREIGHT SERVICE MOUNTAIN SUB.

This refers to our meeting convened in Revelstoke on October 16, 1995, to discuss matters specific to freight service on the Mountain Subdivision.

You pointed to the fact that recent adjustments to the pay structure as a result of the Adams Award have had a negative effect upon the earning potential of those employees in freight service on this territory and that some of those employees, given certain circumstances, now have limited opportunity to attain their monthly mileages within the allotted period.

In the interests of arriving at a mutually agreeable solution to the unique problems associated with freight service on the Mountain Subdivision, whereby trains initiate or terminate at Golden, together we resolved to standardize a method of pay for this service. This standardized method of pay will not apply to trains operated between Field and Revelstoke whose crews may be relieved or replaced at Golden.

I believe that the arrangements arrived at on an interim basis successfully addresses both our concerns and the time is now appropriate to incorporate our understanding as a local rule.

Employees in freight service on the Mountain Subdivision called to operate trains from Revelstoke to Golden and subsequently deadhead to Field, or vice versa, will be compensated as follows;

- A flat rate of **148 miles** (*eff. Aug 4 2004*) at the applicable rate will be paid except when the cumulative total of the terminal times at Revelstoke and Golden plus the time deadheading between Golden and Field exceeds 4 hours, in which case additional payment will be made on a minute basis at pro rata rates for time in excess of 4 hours. Other provisions of the collective agreements will continue to apply.

This understanding arose due to circumstances specific to the Mountain Subdivision and shall not prejudice or create precedent toward the payment of CCROU-represented employees at other locations.

In the case of a crew called in straightaway service who yards a train at Golden and then takes another train from Golden to the final terminal in a continuous tour of duty, it was agreed that the crew would be entitled to a flat rate of 148 miles with all time at Golden claimed in addition as a TJ claim. *(Eff. July 19/99)*

In the case of a crew called in straightaway service with Golden as the initial or objective terminal for the train that are relieved of duty before completing the trip, it was agreed that the crew would make no less than 148 miles. *(Eff. July 19/99)*

In the case of a crew called in Deadhead Combination Service, Revelstoke to Golden, pick up a train from the Golden South Yard, operate through to Field, the crew would be entitled to a flat rate of 148 miles plus additional payment made on a minute basis at pro rata rates when deadheading and terminal time at Golden exceeded 4 hours. *(Eff. Mar 4 2001)*

Locomotive Engineers called in combination turnaround service between Revelstoke and Golden with the deadhead portion either preceding or following the working portion of the trip will be paid for the trip under the terms of Local Rule #1. *(Eff. Aug 1/00)*

Broken Service Mountain Sub - in the case of a crew a) who took a taxi to another point between Golden and Field to pick up a train and take it through to Field, will be paid the 148 miles plus time beginning from their arrival at Golden until they restart working service at the intermediate point and b) took another train from Golden eastward but do not make it to Field for operational or collective agreement reasons, will be paid the 148 miles plus all time at Golden. *(Eff. April 09/02)*

LOCAL RULE # 2 – SHORT TRIP

Unassigned and spare locomotive engineers who make **175 miles or less** *(May 11, 2007)* in any class of service will return to their original position prior to being called.

Engineers called in TCS service will return to their original position prior to being called. *(Eff. Oct 10, 2005)*

After the second consecutive short trip engineers will go to the bottom of the pool or spareboard, whichever applies.

Running trades employees will not be required to work two short trips in succession if other RTEs are available in their respective pool or Spareboard. If no other RTEs are available and more than one RTE has requested to opt out of a second short trip, the RTE 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. *(Eff. May 11, 2007)*

A vacant turn in unassigned pools, filled by a spare locomotive engineer will be placed at the bottom of the respective pool on arrival at Revelstoke. If a locomotive engineer is carrying a closed turn and books a short trip, the short trip applies only to the engineer's turn, the carried turn will drop to the bottom of the pool.

Upon completion of a short tour of duty, it is the responsibility of the locomotive engineer to ensure that the proper wage claim is submitted.

Engineers affected by this rule must advise the CMC Crew Dispatcher of their proper placement in their respective pool or spareboard on completion of tour of duty. It is understood that Engineers will have a reasonable amount of time (1 hour after completion of duty) to correct any error or omission. *(Eff. Oct 4/99)*

No other RTE's are allowed to reposition Locomotive Engineers, except an RTE from the crew repositioning the crew when tying up.

A locomotive engineer violating this rule will have his miles made on trip subsequent to being placed 1st out in violation of this rule doubled.

The company will not be involved in claims resulting from incorrect information given by a locomotive engineer to notify the CMC Crew Dispatcher of their proper placement.

LOCAL RULE # 3 – CHANGE IN CALL

- a) Locomotive engineers called for a train in straightaway service may have their calls changed to deadhead service after reporting for duty. Calls for a train in straightaway service will not be changed unless necessitated by circumstances which could not be foreseen at the time of call and are causing a delay to the operation of trains.
- b) In these circumstances deadheading will be performed by taxi or bus (if bus is within 45 minutes of change of call). All waiting time, from the ordered time until departure from the station, will be claimed on a minute basis at 12 ½ miles per hour.

LOCAL RULE # 4 – FIRST IN – FIRST OUT

This rule only applies to Spareboard Engineers at the Home Terminal and Locomotive Engineers called in turnaround service.

When two (2) or more Unassigned locomotive engineers arrive at a terminal at the same time, (example: one engineer arriving by train, and other engineer arriving by bus or taxi), the engineer who came on duty first will be placed on the board first.

NOTE: Above also applies to two (2) or more spare locomotive engineers arriving at the same time.

At the Home terminal arrival at the outer main track switch establishes First in – First out. Locomotive engineer must be off duty and available for a 2 hour call unless no other engineer is available.

At the away from Home Terminal, Locomotive Engineer must be off duty and available for a 1 hour and 30 minute call unless no other engineer is available.

LOCAL RULE # 5 – NO SCOOP RULE

A Locomotive Engineer scooped by another Locomotive Engineer will be given their rightful turn on arrival at the Home or Away-From-Home Terminal.

This rule does not apply to Spareboard engineers arriving at the Home Terminal.

This rule will not apply to Locomotive Engineers in turnaround service.

Locomotive Engineers called in TCS Service use the Outer Main Track Switch (OMTS) at the Away From Home Terminal (AFHT) to establish turn order for board placement at Revelstoke.

Under all circumstances the scooped engineer must be available for a two (2) hour call at the Home Terminal, and a one (1) hour and thirty (30) minute call at the Away from Home Terminal unless no one else available.

It will be the responsibility of the Locomotive Engineer being scooped to advise CMC Crew Dispatcher as to proper placement. Engineer will be allowed to have their turn repositioned after being scooped only up to the time that any rest booked has expired. *(Eff. Oct 4/99)* **Exception: When 2 (two) or more pool Engineers/Conductors are being called in straightaway deadhead service from the Away from Home Terminal for the same time (one minute apart considered to be the same time), they will be shown in the same order as they were out of the Home Terminal. No Engineer/Conductor may take a short call for a deadhead if there are other Engineers/Conductors available and not called.** *(Eff. Feb 01/02)*

No other RTE(s) are allowed to reposition scooped Locomotive Engineers, except an RTE from the scooped crew repositioning the crew when tying up. *(Eff. Dec 17 2001)*

The Company will not be involved in or entertain payment of claims resulting from incorrect information given by a Locomotive Engineer or failure of a Locomotive Engineer to notify the CMC Crew Dispatcher of their proper placement.

LOCAL RULE # 6 – REST RULE

The following will apply and govern for establishing rest for Locomotive Engineers.

- a) Engineers will have the right to book up to thirty (30) hours rest at the Home Terminal.
- b) At the Home terminal, Engineers called and cancelled prior to **or within 2 hours of** *(eff. Sept .26/03)* reporting for duty have the option of booking a maximum of eight (8) hours.
- c) **Engineers thirty (30) hours rest when returning from Annual Vacation.** *(cancelled Eff. July 30 2010)*
- d) Engineers will have the right to book up to eight (8) hours rest when returning from miles. The rest must be booked through the Crew Management Centre no later than 2000 on the day the employee is returning.
- e) Engineers will be allowed one hour at the home terminal and fifteen minutes at the away from home terminal to modify rest they have booked. *(Eff. May 24/01)*
- f) Engineers will have the right to book up to twenty-four (24) hours rest when returning from Bereavement Leave. *(Eff. Nov 29/01)*

LOCAL RULE # 7 – RETURN FROM MILES PLACEMENT

When a pool Locomotive Engineer is off for miles he will automatically be placed in his turn at 2201 the day prior to his new mileage period and may be called anytime thereafter.

Spare Engineers off for miles will retain their turn on the spareboard and should the turn work to the first out position on the spareboard it will remain there. Engineers will be called for duty anytime after 2201 the day prior to his new mileage period.

Engineers will have the right to book up to eight (8) hours rest when returning from miles. The rest must be booked through the Crew Management Centre no later than 2000 on the day the employee is returning from miles.

LOCAL RULE # 8 – WORK TRAINS

Unassigned Work Trains and Unassigned Snow Plows will be manned by Spare Locomotive Engineers. A spare Locomotive Engineer used to the away from home terminal will man the work train on return trip or be deadheaded home.

All work trains to be bulletined Home Terminal Revelstoke, unless agreed upon.

LOCAL RULE # 9 – MISSED CALL/UNFIT

- a) A Locomotive Engineer assigned to the spareboard who misses a call or books unfit prior to being called will be held off for 24 hours from call time or until the Locomotive Engineer taking his turn returns, whichever occurs first.

If the call is for a tour of duty at an outlying point such Locomotive Engineer must go to relieve the man called in his turn at the outlying point. The Company will not be involved in extra payment or costs for deadheading in the application of this clause.

- b) Only the first spare Locomotive Engineer who books unfit or misses a call for an outlying point will be required to go to the outlying point when okay. Others will be held off subject to the first sentence of clause (a).
- c) *“This item removed”*
- d) When a pool Locomotive Engineer does not go out in his turn a spare Engineer will be used and will establish the pool engineer’s turn at Revelstoke.
- e) A pool Locomotive Engineer missing a call for other than his own turn will not lose his turn in the pool and will only be penalized when not available for his own pool turn.

- f) A pool Locomotive Engineer missing a call due to turns being closed will not lose his turn in the pool and will only be penalized when not available for his turn.
- g) The pool Locomotive Engineer will only close the first out turn and this closed turn will be placed immediately ahead of the working Engineer's turn on return to the home terminal.
- h) i) A pool Locomotive Engineer missing his call **for any reason** will be held off for 24 hours from called time or until his turn returns, except under items E & F.

ii) This penalized Engineer will be allowed to establish a new turn in the pool if no other Locomotive Engineers are available and he is required for service.

LOCAL RULE # 10 – ESTABLISHING TURN

- a) When a spare Locomotive Engineer is released from an outlying point he will establish his turn on the Revelstoke spareboard at the time when he books in at Revelstoke.
- b) A spare Locomotive Engineer will be considered relieved on the regular days off for assigned Jobs and placed on the spareboard as per first paragraph of this rule.
- c) Spare Engineer after MQ classes will be placed at the bottom of spareboard at 1700 on last day of classes.

LOCAL RULE # 11 – TRIP FOR TRIP

A temporary vacancy in the Assigned Freight Pools, East and West, will be filled by the senior **unassigned pool** (*eff. June 29, 2007*) Locomotive Engineer desiring the run at the Home Terminal. An Engineer filling such vacancy must lose the equivalent number of trips off his regular run immediately.

Engineers with pool rest may break that rest in order to avail themselves of the opportunity to take the vacancy. Rest will be reestablished if displaced.

- i) If the Locomotive Engineer wants to continue on the vacancy they must advise the Crew Management Centre and be available for the next call.
- ii) **Engineers who take such vacancies must remain on that vacancy for at least one trip unless displaced by senior Engineer.** (*Eff. Nov. 3, 2011*)

LOCAL RULE #12 – PAYMENT FOR TRAIN HELD AT BEGBIE

This is to confirm our mutual understanding that employees on eastward trains held at Begbie, Mile 2.0 Shuswap Subdivision, to facilitate and coordinate the movement of trains through Revelstoke Yard will be paid final time beginning at the time of arrival at Begbie.

When so held, this time will also serve as arrival time at OMTS for all other applications of Local Rules and the Collective Agreement.

LOCAL RULE # 13 – PERIODIC MEDICAL EXAMINATION – REST (Eff. Oct 18, 1999)

Locomotive Engineers who find their work schedule conflicting with an appointment for their periodic medical examination may book rest up to 1700 on the day of their medical examination.

Locomotive Engineers must be able to book rest into the day of their periodic medical examination and the extra rest must be booked through the Crew Dispatcher upon arrival at Revelstoke on the trip immediately preceding their medical examination. In no case will the extra rest booked for a periodic medical examination be more than seventeen (17) hours over and above what is allowed under Local Rule #6.

LOCAL RULE # 14 – CALLING OF ESB’S FROM THE TRAINMAN’S GUARANTEED SPAREBOARD
(Eff. Oct 26/99)

Qualified ESB’s on the Trainman’s Guaranteed Spareboard shall be called for Locomotive Engineer work on a first in, first out basis. If two ESB’s are called for the same train or for the same time, the senior ESB shall fill the Engineer position.

Note: Every effort shall be made to adhere to this rule, however in the case of an error where two different trains are involved, a change in calls shall only be made if noticed prior to the employees involved reporting for duty.

The Company will not incur any additional expense in the application of this Local Rule.

LOCAL RULE # 15 – CHOICE OF TRIPS (Eff. Nov 29/01)

If two or more unassigned pool turns are called at the same time in TCS, straightaway or turnaround service, the first out Locomotive Engineer will have his/her choice of trips. **This will apply at both home and away from home terminals.** (Eff. May 17, 2004)

For the purpose of this rule, any calls 5 minutes or less apart will be considered as the same time.

At the away from home terminal, all affected Locomotive Engineers will be placed in their original turn and in accordance with the Local Rules.

LOCAL RULE #16 – CT INITIAL (Eff. Sept 26/03)

A Locomotive Engineer who has been cancelled at the initial terminal after performing work as described in Article 3.02(1) of the current BLE Collective Agreement will be entitled to the payment outlined in the article in addition to a minimum day.

I CONCUR:

RJ Lewis
Local Chairman BLE

DC Curtis
General Chairman, BLE

GE Smith
Manager Road Operations

MG Mudie
District General Manager - BC