

Local Rule

Run off Assigned Subdivision to Bienfait

LOCAL RULE BETWEEN THE CANADIAN PACIFIC RAILWAY COMPANY AND THE TEAMSTERS CANADA RAIL CONFERENCE - Moose Jaw, SK
(Locomotive Engineers, Conductors and Trainmen)

1.0 Purpose of agreement

Give the company the ability to use Moose Jaw Crews for taking trains from the Weyburn Subdivision to Bienfait on the Estevan Subdivision and retrieving trains from Bienfait that are destined for the Weyburn Subdivision. This is for the purpose of reducing the time crossings are blocked in Estevan.

2.0 Coverage

Locomotive Engineers, Conductors and Trainmen with a Home Terminal of Moose Jaw will be governed by the terms and conditions specified in this agreement.

3.0 Specific Language

- 3.1** Crews can be called in Straightaway or Turnaround Service.
- 3.2** Applies to crews handling trains between Kensington Crossing and Bienfait. It does not apply to crews using the Estevan Subdivision for the purpose of yarding their train in Estevan.
- 3.3** The only work permitted at Bienfait is for purpose of doubling their train away or doubling to lift their train.
- 3.4** Crews called in Straightaway Service from Moose Jaw to North Portal or North Portal to Moose Jaw are prohibited from running off their assigned subdivision to Bienfait for the purpose of lifting or switching a block of cars.
- 3.5** Payment under this rule will be a minimum payment of 25 chargeable miles. Claims to be submitted as an (MK) claim. This minimum payment will commence and end at Kensington Avenue or Bienfait if returning to North Portal or Moose Jaw.
- 3.6** TT&J will be paid in either turnaround or straightaway service, from the time of arrival at the south or north siding switches to Kensington Street crossing. If returning from Bienfait by train or taxi TT&J will re-commence on arrival at Estevan.

4.0 Cancellation Clause

This agreement is without precedent or prejudice to either party and can be amended, revised or cancelled upon seven (7) days written notice by either party.

Signed at Moose Jaw, SK this 26 day of January, 2012.

For the Company:



Peter Marotta
Superintendent
Sask South

For the TCRC:



Bob Purtill
Local Chairman Engineers
TCRC Division 510



Bill Pitts
Local Chairperson Conductors
TCRC Division 510



Gary Hiscock
Local Chairperson Trainpersons
TCRC Division 510