

BROTHERHOOD OF LOCOMOTIVE ENGINEERS E9 BOARD

During the month of November, the Local Committee of Adjustment received a few complaints regarding the E9 Board.

CHANGES

YARD RULES:

- 1. When there are no Spareboard or Pool Engineers available, Assigned Yard Engineers who desire to make themselves available for additional Road Service will be allowed to do so by informing the Crew Management Center in writing.
- 2. Engineers making themselves available for this additional work will be placed on an "Available List" (E9 Board), in order of seniority and thereafter work first in, first out.
- 3. Engineers will be called in turn from the E9 Board providing such call will not interfere with their regular assignments.
- 4. The E9 Boards in Moose Jaw and Regina remain separate and apart, assigned Engineers in Moose Jaw have preference for extra work in Moose Jaw, Regina assigned Engineers have preference for extra work in Regina.
- 5. Article 4:5 (L) (5) apply as per Collective Agreement
 - 5 (L) (5) (a).....
 - 5 (L) (5) (b) Seniority, then first in, first out.
 - 5 (L) (5) (c) apply as per Collective Agreement
 - 5 (L) (5) (d).....
 - 5 (L) (6).....
- 6. Assigned Locomotive Engineers working out of the Regina Terminal who desire to make themselves available for additional work in Yard or Road Service in Moose Jaw may do so, but will be considered "Junior" to Assigned Engineers working in Moose Jaw.
- 7. Regina Assigned Locomotive Engineers will not be paid to Deadhead in either direction under Article (5) (b) (5) as long as there are ESB's available in Moose Jaw.
- 8. Assigned Engineers working out of the Moose Jaw Terminal who desire to make themselves available for additional work in Yard or Road Service in Regina may do so but will be considered "Junior" to Assigned Locomotive Engineers working in Regina.
- 9. A locomotive Engineer authorized to use his private automobile will be reimbursed at the rate specified in the appropriate existing collective agreement.

LOCAL COMMITTEE OF ADJUSTMENT
DIVISION 510
BROTHERHOOD OF LOCOMOTIVE ENGINEERS

September 15, 1997

To: Division 510 Locomotive Engineers

Recently it has been brought to the Local Committee of Adjustments attention that there is some confusion regarding Article 4 “Yard Service” And Article 28 “Booking Unfit”.

Article 4 (f) Overtime

1. NOTE: When an Engineer is **REQUIRED** to remain on duty in excess of 8 hours in continuous service he will receive overtime at time and one half on the minute basis.

Please make note of the word “**REQUIRED**” in this Article, working over 8 hours is not at the Discretion of the Locomotive Engineer, but is a requirement under the current CCROU-BLE Collective Agreement.

Article 4 (s)

Engineer on yard engine may have rest after having been 11 hours on duty. Engineer in yard service will give at least two hours notice of his desire to book rest. Article 4 (s) clearly states, Engineer on yard engine **MAY** have rest after having been on duty 11 hours, the Engineer **MUST** give at least 2 hours notice that he desires rest after working 11 hours, thus making 11 hours the maximum amount of hours required by the Collective Agreement if at least 2 hours notice is given.

Example: Engineer in yard service who requires rest after 11 hours would contact the Yard Supervisor prior to his 9th hour on duty.

Article 28 – Booking Unfit

An Engineer being physically unfit for duty will report same on the report book, so that he may not be called. When he reports for duty he will go out on his assigned run or in his turn.

An Engineer who books unfit during his tour of duty must report same on his tie up screen or contact CMA and must change the off duty time to reflect the time of booking unfit.

Example: Yard Engineer working 1600 yard books unfit at 2100. Engineer would show 2100 as his off duty time and would only be paid up to 2100, he would also book unfit on tie up screen or contact CMA. Every Locomotive Engineer is responsible for their own tie up.

Brotherhood of Locomotive Engineers

Moose Jaw, Saskatchewan – Division 510

If anyone needs more clarification on these Articles, please contact a member of your Local Committee of Adjustment.

Local Committee of Adjustment: RL Davis, RJ Birkett, RB Cunningham