



**CANADIAN
PACIFIC
RAILWAY**

Expanded Crew Change

Job Aid

**Swift Current
To
Webb
(Maple Creek Sub.)**

Revised August 12, 2005

EXPANDED CREW CHANGE POINT (ECCP) – National Agreement

a) Modify the collective agreement language to permit crews to run through crew change point to relieve/stage trains as a single tour of duty with payment for such work to be based on dual method of pay as a trip within a trip and, where applicable, be made in addition to the fixed mileage under the following conditions:

- i) Major Terminals (Vancouver, Calgary, Moose Jaw, Winnipeg, Thunder Bay, Toronto, Montreal)
 - Where local agreement is reached based on the criteria below, crews at major terminals may run through a crew change point.
 - Max of 20 miles outside of current OMTS/designated points
 - Crew should be able to reasonably reach their objective terminal within a single tour of duty.
 - Should an agreement not be reached at the local level, the issue will be progressed to the appropriate General Chairman and Director, Labour Relations. If no resolve, matter will be progressed to T.G. Hodges for mediation/arbitration for final determination based upon language above.
- ii) All other terminals – Crews may be used up to a maximum of 20 miles outside the current OMTS/designated points of the normal crew change point.

b) Crews who are not relieved and leave their train short of the objective terminal within the 20 miles mentioned above due to staging of trains for operational reasons will be paid the fixed mileage for that subdivision. When a crew operates a train that is staged on a given subdivision within 20 miles of the crew change point “short” (i.e. crew deadheads to a train and takes it to the objective terminal) crews will be considered to have completed a fixed mileage trip and will be paid the appropriate fixed rate. In regards to the applicability of the NR payment, if run long, the applicable OMTS will be adjusted to recognize the additional miles for the tour of duty.

c) This rule will not have an impact on the TCS rule requiring that when crews deadhead prior to working service, they must be deadheaded to the away-from-home terminal.

d) The parties agree to develop Questions & Answers to clarify this provision as part of the Memorandum of Settlement. In the event the parties cannot reach an agreement, any outstanding issues will be progressed to T.G. Hodges for mediation/arbitration.

- Add a new article to all four collective agreement as follows:
“Expanded Crew Change Locations

xx.01 Subject to the provisions below including the Questions & Answers, where implemented, crews may operate within an expanded crew change point up to 20 miles outside the OMTS/designated points to relieve, stage or retrieve trains as part of a single tour of duty.

xx.02 Payment for running long within an expanded crew change point will be time or miles, which ever is greater. Such payment will be in addition to pay for the rest of the trip and will not be used to make up the minimum day for the tour of duty.

xx.03 At crew change points where declared, crews who tie down their train within 20 miles of the crew change point and who are not relieved by a crew that normally operates over their territory or whose train is not retrieved by a roadswitcher or a crew normally assigned to their territory will be deemed to have reached the objective terminal for the purposes of the fixed mileage.

xx.04 At major terminals (Vancouver, Calgary, Moose Jaw, Winnipeg, Thunder Bay, Toronto, Montreal), local agreement is required prior to implementation of this provision. Such agreement must be based on the following criteria:

- Maximum of 20 miles outside of current OMTS/designated points
- Crew should be able to reasonably reach their objective terminal within a single tour of duty.

Should the parties not be able to agree upon the implementation of this provision at these locations at the local level, the issue will be progressed to the appropriate General Chairman and Director, Labour Relations. If no resolve, the matter will be progressed to a Mediator appointed by the Federal Mediation and Conciliation Services for mediation/arbitration for final determination based upon the criteria above.

xx.05 At all other crew change points, the Company may implement expanded crew change points after consultation with the appropriate Local Chairmen and after providing written notice.

xx.06 Crews called in turnaround service will not be required to run through an expanded crew change point.

xx.07 This rule relaxes restrictions in article (Trainmen West 37.02/ Engineer West 39.09/Engineer East 30.05).”

June 17, 2005

Mr. Bill Pitts
Local Chairman
TCRC (C)
1156 Simcoe Street
Moose Jaw, SK
S6H 3J4

Mr. Dale Braumberger
Local Chairman
TCRC (T)
2215 7th Avenue East
Regina, SK
S4N 4T1

Mr. Paul White
Local Chairman
TCRC (E)
550 Oxford Street West
Moose Jaw, SK
S6H 2P6

Dear Sirs:

This letter in regards to the Expanded Crew Change points and my commitment to supplying you with a letter of our conversation to the Questions and Answers referring to Turn around Combination Service while operating a run long train.

During the implementation and subsequent operation of the Expanded Crew Change Points (ECCP) I have committed to ensure that TCS would not be used when operating a train that is required to run long.

Swift Current Subdivision – Moose Jaw crews will not be called and used in TCS to operate a train from the Maple Creek Subdivision onto the Swift Current Subdivision and into Moose Jaw. This will also apply to reverse TCS.

This letter will also confirm that both parties (TCRC/CP Rail) have committed and agreed that this topic will be discussed locally at a further date to determine if operating a run long train in TCS is feasible.

Yours Truly

Craig Ruff
Manager Road Operations
Moose Jaw

ECCP – Clarifications to Agreement and Q&A’s

National and Moose Jaw Questions & Answers

Q1) What is the purpose of the expanded crew change location agreement?

A). The purpose is to improve operational flexibility, particularly at locations where capacity is an issue. Congestion can be reduced by having an ability to stop short of a traditional change point or running beyond a traditional crew change location. Under the new rule crew changes can be made within 20 track miles of the OMTS/designated points of the current change off locations.

Q2) From what point at our current change off locations will the 20 track mile limit be based upon?

A). The 20 track mile limit will be measured from the OMTS/designated points at crew change locations which are as follows, Mile 110 Swift Current Swift Current Subdivision mile 1.7 Maple Creek Sub.

Q3) When will I be advised of being required to run long within an expanded crew change location during a particular tour of duty?

A). If crews are required to run long at the beginning of their tour of duty, a best effort will be made to advise them at the time of call, however, the Company cannot guarantee advance notice in all instances. Crews required to run long at the end of their tour of duty will be advised of the requirement when being provided their instructions for yarding the train, prior to arrival at the OMTS at the objective terminal.

Q4). How is the 20 mile limit applied? Would the entire train have to be within 20 miles of the OMTS, or just the locomotives?

A). No just the head end.

Q5). Would the grievance resolve with regard to new grain terminals located within 2 miles of an OMTS being considered to be at the same location have any bearing on anything to do with the ECCP provision?

A). No.

Q6). In regards to article 06 of the ECCP, does “not be required to” imply that they don’t have to, but they could if they wanted to?

A). We take this clause to mean that a crew CANNOT be required to run through an ECCP.

Q7). Does the term “territory” in the application of this agreement mean “subdivision”?

A). Yes

Q8). Must local agreement be made to allow a TCS crew to run long beyond their Home Terminal?

A). Discussions were held locally to determine feasibility. See letter June 17, 2005

Q9). Can a Swift Current Sub crew that will be running long to Seward lift a locomotive in Swift Current?

A). No, as this is their final terminal.

Q10). In regards to access to change of locations, where do you see changing off crews?

A). With regard to access to change off locations, we currently change off crews at all the locations that would fall within the scope of ECCP, but as the frequency at some locations might increase, the following locations could possibly be looked at for access improvements in the future:

**Waldeck – West End
Seward – Both Ends**

In those cases where access does not exist, crews could take their power to a location where access is available or take their power to the destination terminal.

Q11). Does “maximum clock time requirements” refer with the minimum amount of time an employee has left on their clock in order to be able to be called? For example, current requirements are 5 hours on the Swift Current Sub.

A). Yes

Q12). Is it possible to be required to run long in turnaround service?

A) No, crews called in turnaround service will not be required to run through an expanded crew change point.

Q13). Can a crew be called to run long in TCS?

A) First it is important to note that no changes have been made to the TCS work rule and that a crew in TCS must be called to the away from home terminal. They can not be called to beyond the away from home terminal to facilitate running long. Prior to implementation, feasibility of using a TCS crew to run long will be determined on a local basis. **Note; Moose Jaw has a letter stating that TCS will NOT be used to run long or reverse TCS to run long.**

Q14). Will information about running long be included when crews are being asked to protect trains under the TCS rule?

A). If planned at the time, crews will be informed.

Q15). I’m concerned that running long will have an adverse effect on being required to work over 10 hours. How will this be avoided?

A). When the run long provision is put into effect all points to which a crew may be required to run long will be evaluated with the intent of establishing the time frames required to run to each point. This evaluation will include consultation with the TCRC prior to implementation. See Swift Current ECCP Matrix.

Q16). Some employees are concerned that abuse of the Expanded Crew Change Location Agreement may result in widespread use of turnaround service to handle trains that are routinely run off another subdivision rather than using traditional straightaway crews. How will this be protected against?

A), Turnaround crews may be used as described on an ad hoc basis when straightaway crews are not readily available, based on crew balancing requirements, however the Company has confirmed that they have no intention of any wholesale changes in operation.

Q17). Will the application of this clause result in the entire elimination of work for a pool by having crews from two adjoining subdivisions run long thereby eliminating the need to call crews on the subdivision in question? (i.e. Between Regina and Moose Jaw)

A). No.

Q18). When a crew is run long at the beginning of their tour of duty, how will the meal provisions of the collective agreement be applied?

A). For the purpose of meals, the crew will have been deemed to have left the initial terminal once they have departed Swift Current for the Turn Point. Thereafter, the enroute rule will apply.

Q19), Will a crew be required to run backward with light engine when run long?

A), As it is today, Transport Canada regulations and safety considerations will govern. See Monthly Operating Bulletin "Operating Locomotives In The Direction If Travel (Long Nose) without Ditch Lights.

Q20) If I run long at either end of my tour of duty, will I be required to push cars, thereby having to protect the point when running between the terminal and the turn point?

No.

Q21) Will this provision impact current switching restrictions at the Initial and Final terminal, the parameters and conditions for yard or road switcher work?

A) No.

22). When a crew is run long at the beginning of their tour of duty, can they be cancelled prior to leaving the terminal after having completed the run long portion of the trip?

A). No, crews can only be cancelled prior to departure from the initial terminal enroute to the Turn Point. For payment rule, refer to Q&A 10.

23). I am called in straightaway service at the away from home terminal to run long at the beginning of my tour of duty. Should I not complete the run to my objective terminal, can I be tied up at the away-from-home terminal?

A). No, as is currently the case, you shall complete your tour of duty to the objective terminal.

24). When run long at the beginning of a tour of duty, will crews be required to pick up one train at the turn location and then be put on another train at the initial terminal for the remainder of their tour of duty?

A). No.

25). When crews are run long and are required to deadhead either to or from the Turn point, or when crews run short to a declared terminal, what form of transportation will be used?

A). Generally speaking, either a cab or a crew bus will be used. However, this does not preclude deadheading on a train when circumstances dictate such as poor roads and in other circumstances as agreed upon locally. Note: letter stating taxis will be used unless impassible road conditions.

26). How will grievances concerning this provision be resolved?

A). For the first 18 months following ratification, any outstanding grievances regarding this provision will be referred to Mr. T. Hodges for mediation/arbitration under the rules of CROA.

Q27). How will claims for running long be paid?

A).Some enhancements to the CMA program are currently being programmed to accommodate this agreement. CMA will roll out a new program in October. In the interim, a process will be instituted so that employees can claim additional payment for running long. An I.P claim will be paid in the interm.

Q28). Will all extra miles earned if run long be considered as chargeable miles?

A).Yes - Unless an EC payment applies.

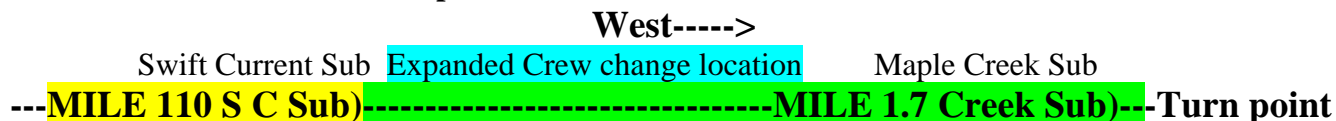
Q29) If I would otherwise qualify for a fixed mileage wage claim, but I run short and tie up my train within 20 track miles of the OMTS/designated point of a terminal that has been designated under this provision, how will I be compensated?

A). If relieved by a crew that normally operates over your territory, or if a crew that normally operates over your territory is already called to retrieve the train, there is no application of the expanded crew change provision. As such, the agreement will have no impact on pay and you will be subject to a combination service wage claim unless notice for rest was not given then the local fixed mileage agreement would apply. The same applies if you are relieved by a roadswitcher that's assigned to the territory in question.

If a crew that normally operates over your territory is not already called or immediately available to retrieve the train, and a roadswitcher is not immediately available to provide relief, you are entitled to claim the fixed mileage for that run.

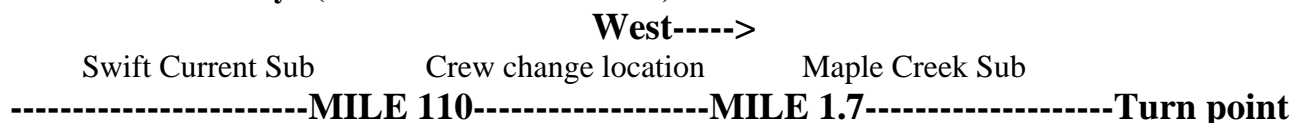
Crews will be advised by the Company prior to tie-up if they are being relieved by a crew or a roadswitcher that normally operates over their territory. If not so advised, crews may claim the fixed mileage where applicable.

Q30) A crew on a Westbound train from The Swift Current Sub runs long within an expanded crew change location to the Turn point on The Maple Creek Sub and returns to the Crew change location. How will the crew be paid?



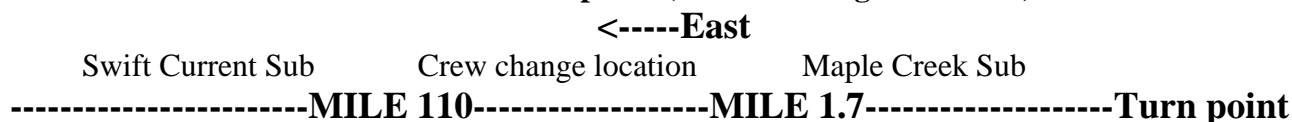
A). In addition to either the fixed mileage or appropriate dual method of pay for the Swift Current Sub, the crew will be paid the following: Running miles between MILE 1.7 to the turn point. Time at the turn point. If running back with the locomotives, miles from the turn point to MILE 1.7, and time until off duty. If required to deadhead from the turning point, time from turn point to off duty.

Q31) Where will time apply for the purpose of the NR payments if required to run long at the end of a tour of duty? (reference scenario above)



A). If running long and required to operate your engine return to the objective terminal, time will apply at the arrival of MILE 1.7 upon return from the Turn point . If running long and taxied (deadhead) back to the objective terminal, time will apply upon arrival at the tie up location at the objective terminal.

Q32) A crew commences duty at the crew change location, goes to the turn point to pick up a staged train, runs East through the crew change location and continues their tour of duty on The Swift Current Sub. How will the crew be paid? (reference diagram above.)

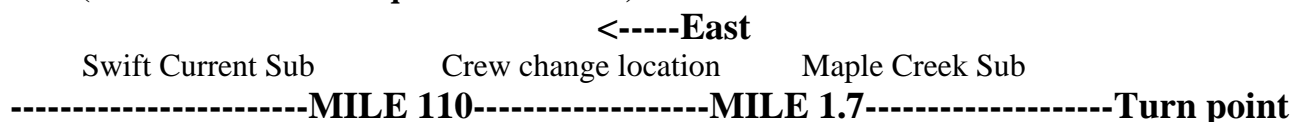


A). In addition to either the fixed mileage or appropriate dual method of pay for the Swift Current Sub, the crew will be paid the following:

If running to the turn point with locomotives: time from On duty to MILE 1.7; Running miles between MILE 1.7 to the turn point; time at the turn point; and miles from the turn point to MILE 1.7.

If required to deadhead to the turn point: time from on duty time to the turn point; time at the turn point; and run miles from the turn point to MILE 1.7.

Q33) If a crew runs long at the beginning of their trip, how will they claim their initial time for:
a) making a claim under the dual method of pay for The Swift Current Sub, or
b) for the purpose of calculating the threshold time for the Fixed mileage on The Swift Current Sub. (reference scenario in question 33 above)



A). Initial time will be calculated from arrival at MILE 1.7 upon returning from the Turn point to departure MILE 110. The same approach would apply to final time for crews run long at the end of

their tour of duty. Final time on a Westbound would start upon arrival at MILE 110 and continue until departure of MILE 1.7.

Q34) Will payment for running long form part of or be over and above a minimum day if the balance of the tour of duty doesn't equate to 100 miles?

A) All earnings generated running long will be over and above those included in a minimum day.

Q35) I'm required to run long at the beginning of a tour of duty and ultimately fail to reach my objective terminal because of booking rest or attaining maximum hours on duty from a regulatory perspective. If transported to the objective terminal will my pay be adversely effected by having to claim a combination service wage claim rather than a fixed mileage?

A). Crews will not be required to run long unless it is reasonable that they will reach their objective terminal within the tour of duty. With this in mind the Company has agreed to pay the fixed mileage in the following instances:

If a crew does not give their notice for rest, they may claim a fixed mileage.

If a crew gives their notice for rest and reaches within 20 track miles of the OMTS/designated point of the objective terminal, regardless whether or not it is a declared expanded crew change point, they may also claim the fixed mileage. In other cases, the dual method of pay will apply. In all cases, payment for running long will be in addition to payment for the trip.

**CANADIAN PACIFIC RAILWAY
3 Manitoba Street West
Moose Jaw, SK**

DATE: June 22, 2005

INFORMATION BULLETIN S-167

RUNNING TRADE EMPLOYEES - SASKATCHEWAN SERVICE AREA - SOUTH

SUBJECT: Expanded Crew Change Location Provisions at Swift Current

Effective August 15, 2005, the Expanded Crew Change Location provisions of the new Collective Agreement will be implemented at Swift Current.

In this regard, the expanded crew change points will encompass the following:

Swift Current East from Mile 110 to Mile 90 Swift Current Sub.
Swift Current West from Mile 1.7 to Mile 21.7 Maple Creek Sub.

A CMA enhancement is currently under development to accommodate pay claims associated with Expanded Crew Change Location (ECCL). Until such time that the enhancement becomes available employees will be required to submit an "IP" claim with supporting components for calculation and payment. A Job Aid has been developed to assist employees and will be available at the Moose Jaw station.

Auditors will compile the information contained within the "IP" claim and create the necessary/additional payments, eg (Length of Run, NR-\$80, additional run miles, time payment for turn point and deadhead, etc. Payment will appear as an "EW" claim on timeslips and representing the applicable total of the run long work performed.

In order to protect the Mandatory Time regulations off duty times must be actual upon tieup.

Appended are examples of the Job Aid.

Please be governed accordingly.

B.J. Lockhart
Director RTC/CMC
Calgary

RUNNING LONG @ START OF TOUR

POWER TO TURN POINT	
ORDER TIME	
OMTS-2 DEPART	
RUN MILES OUT	
ARR TURN POINT	
DEPT TURN POINT	
RUN MILES BACK	
OMTS-2 ARRIVE	

"IP" Example:

ORD 1200, OM2 DPT 1230, RM 19, ARR TP 1300, DEP TP 1400, RM 19, OM2 ARR 1430

TAXI TO TURN POINT	
ORDER TIME	
OMTS-2 DEPART	N/R
RUN MILES OUT	N/R
ARR TURN POINT	
DEPT TURN POINT	
RUN MILES BACK	
OMTS-2 ARRIVE	

"IP" Example:

ORD 1200, ARR TP 1245, DEP TP1345, RM 19, OM2 ARR 1415

Times and/or miles must be provided in all boxes (as applicable) and be submitted as an "IP" claim on the working ticket.

Abbreviations:

ORD	Ordered
OM2 DPT	OMTS-2 DEPART
OM2 ARR	OMTS-2 ARRIVE
ARR TP	ARRIVE TURN POINT
DEP TP	DEPAR TURN POINT
RM	RUN MILES

RUN MILES	
Lister	0.1
Seward	11.7
Webb	19.0

Payment will appear as an "EW" claim on your timeslip.

RUNNING LONG @ END OF TOUR

RETURN WITH POWER	
OMTS-2 DEPART	<input style="width: 100%;" type="text"/>
RUN MILES OUT	<input style="width: 100%;" type="text"/>
ARR TURN POINT	<input style="width: 100%;" type="text"/>
DEPT TURN POINT	<input style="width: 100%;" type="text"/>
RUN MILES BACK	<input style="width: 100%;" type="text"/>
OMTS-2 ARRIVE	<input style="width: 100%;" type="text"/>
OFF DUTY	<input style="width: 100%;" type="text"/>

"IP" Example:

OM2 DPT 1400, RM 13, ARR TP 1430, DEP TP 1500, RM 13, OM2 ARR 1530, OFF 1600

TAXI FROM TURN POINT	
OMTS-2 DEPART	<input style="width: 100%;" type="text"/>
RUN MILES OUT	<input style="width: 100%;" type="text"/>
ARR TURN POINT	<input style="width: 100%;" type="text"/>
DEPT TURN POINT	<input style="width: 100%;" type="text"/>
TAXI ARRIVE STN	<input style="width: 100%;" type="text"/>
OFF DUTY	<input style="width: 100%;" type="text"/>

"IP" Example:

OM2 DPT 1400, RM 13, ARR TP 1430, DEP TP 1500, TAXI 1530, OFF 1545

Times and/or miles must be provided in all boxes (as applicable)
and be submitted as an "IP" claim on
the working ticket.

Abbreviations:

OM2 DPT	OMTS-2 DEPART
OM2 ARR	OMTS-2 ARRIVE
ARR TP	ARRIVE TURN POINT
DEP TP	DEPAR TURN POINT
RM	RUN MILES
TAXI	TAXI ARRIVE
OFF	OFF DUTY

RUN MILES	
Lister	3.8
Seward	13.2
Webb (taxi in)	20.6

Payment will appear as an "EW" claim on your timeslip.

Swift Current ECCP Matrix

In all scenario's taxi's must be on time. If crossing(s) have to be cut, the taxi must arrive prior to the train to be in position to assist. High HP/ton ratio trains are those with a ratio of 1.5 or greater. Anything less than 1.5 are Low HP/ton trains.

Swift Current to Java (time starts from departure at the station)

If returning with all headend locomotives, assume they are not blocked anywhere and are taking them to the shop track (no meets or delays)

Train Type	Run Time to Java	Time to cut one crossing	Time to secure train with no crossing to cut	Time to secure train with one crossing to cut	Time to taxi from Java to Swift Current	Time to switch out trailing locomotive to bring back to Swift Current	Time to run from Java to Swift Current Shop Track with locomotive(s)	Time to Tieup
High HP/ton ratio	5"	15"	15"	20"	15"	20"	20"	15"
Low HP/ton ratio	10"	15"	15"	20"	15"	20"	20"	15"

Swift Current to Seward (time starts from departure at the station)

If returning with all headend locomotives, assume they are not blocked anywhere and are taking them to the shop track (no meets or delays)

No allowance has been made for whether the train is on the main or in the siding at Seward

Siding speed at Seward assumed at 25 MPH - add 5-10 minutes if the speed stays at 10 MPH, depending on train length

Train Type	Run Time to Seward	Time to cut one crossing	Time to secure train with no crossing to cut	Time to secure train with one crossing to cut	Time to taxi from Seward to Swift Current	Time to switch out trailing locomotive to bring back to Swift Current	Time to run from Seward to Swift Current Shop Track with locomotive(s)	Time to Tieup
High HP/ton ratio	25"	15"	15"	20"	25"	20"	40"	15"
Low HP/ton ratio	35"	15"	15"	20"	25"	20"	40"	15"

Swift Current to Webb (time starts from departure at the station)

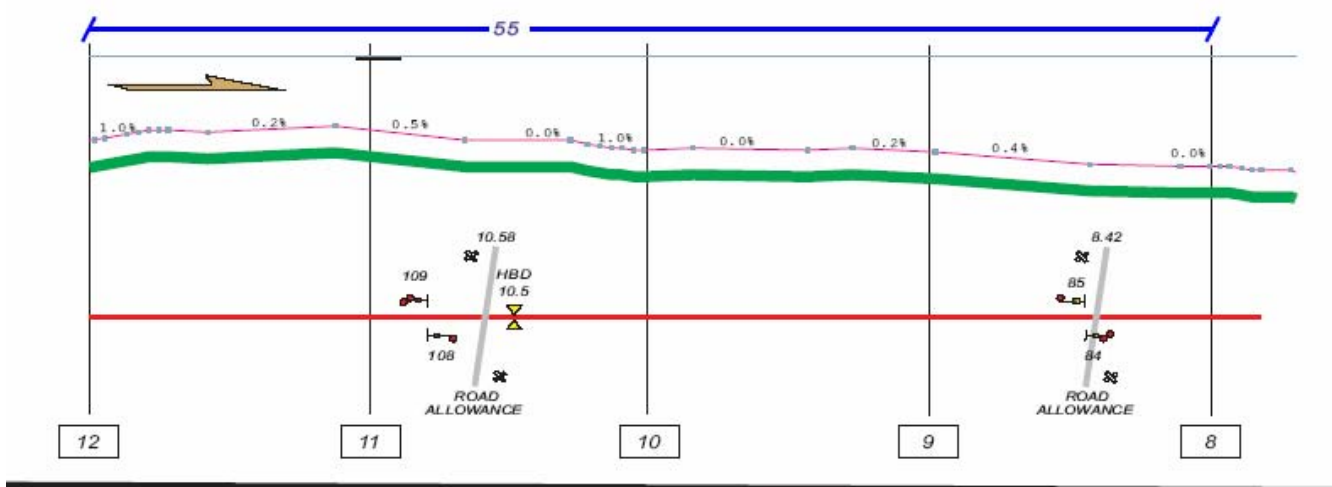
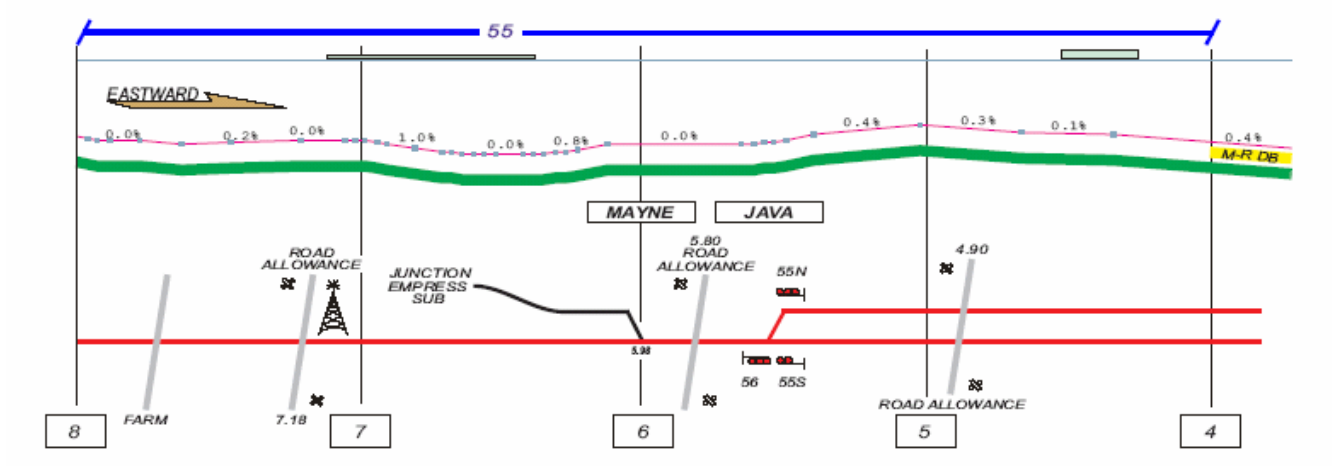
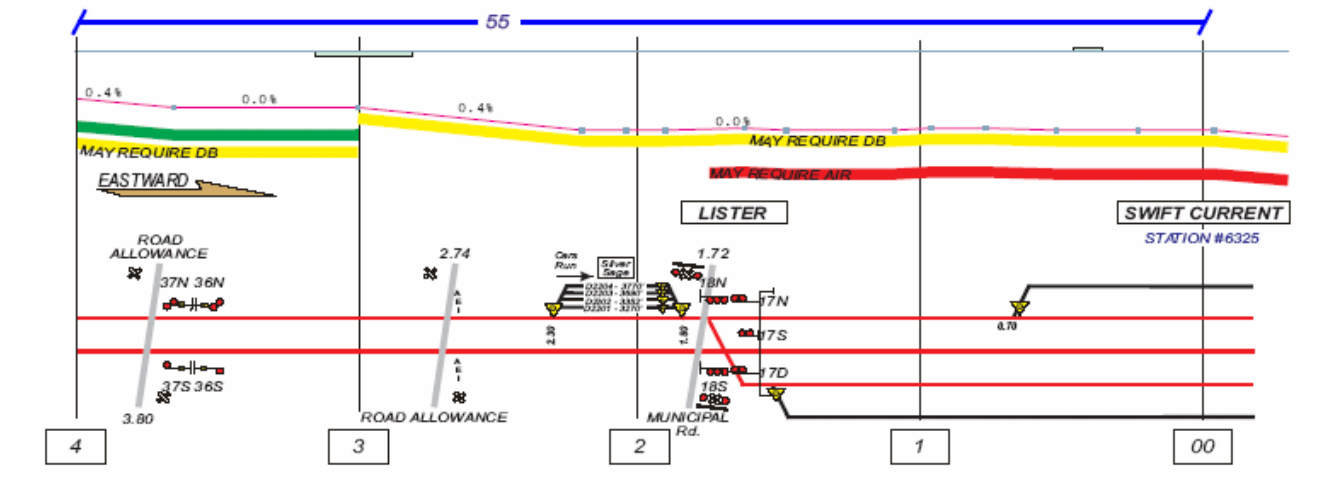
If returning with all headend locomotives, assume they are not blocked anywhere and are taking them to the shop track (no meets or delays)

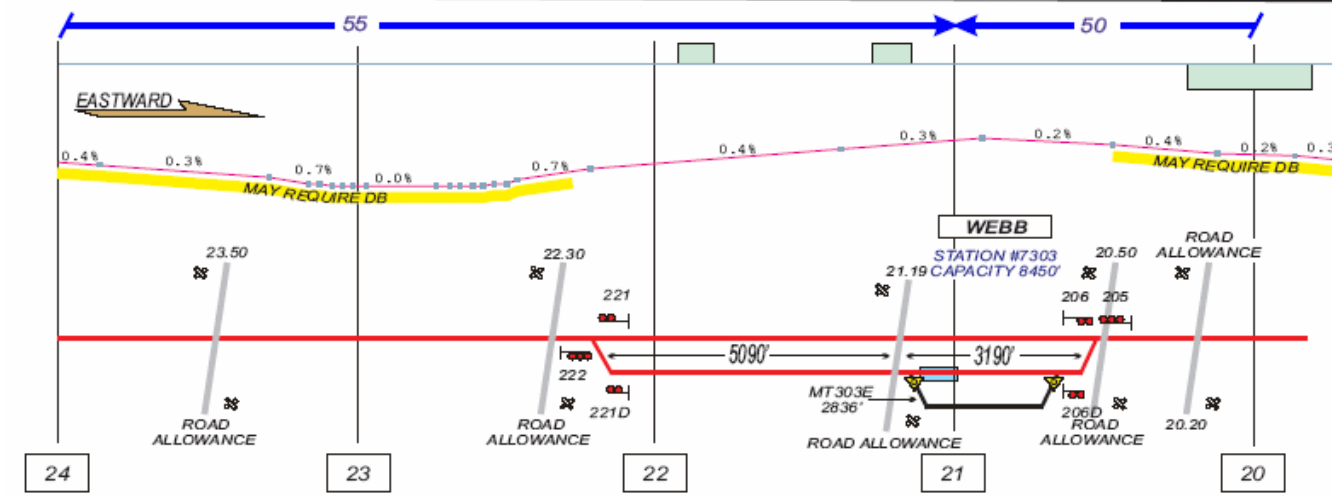
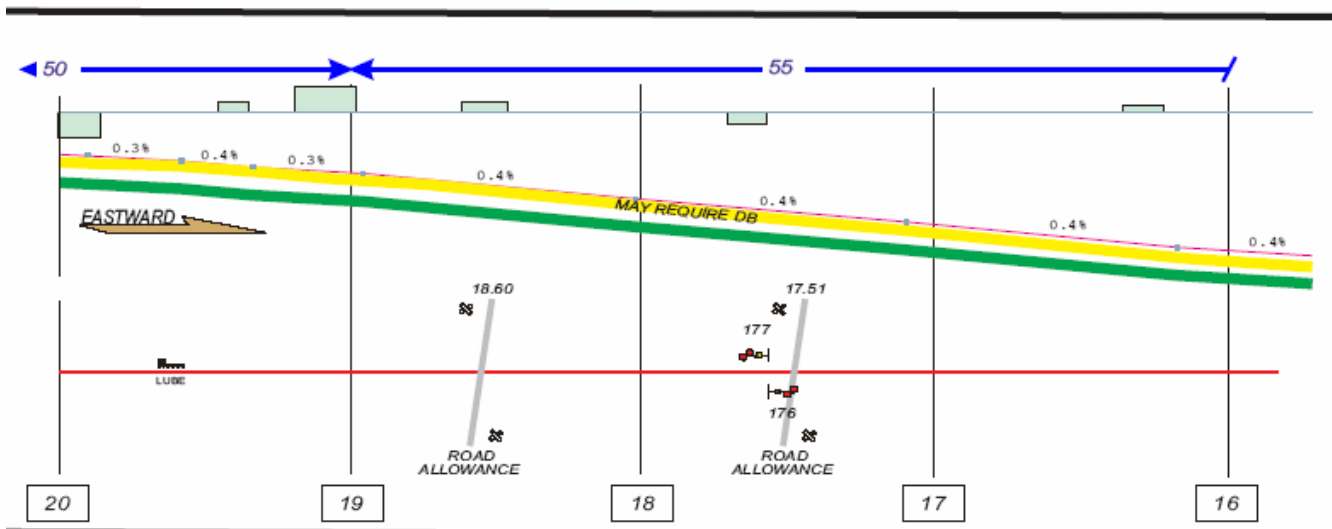
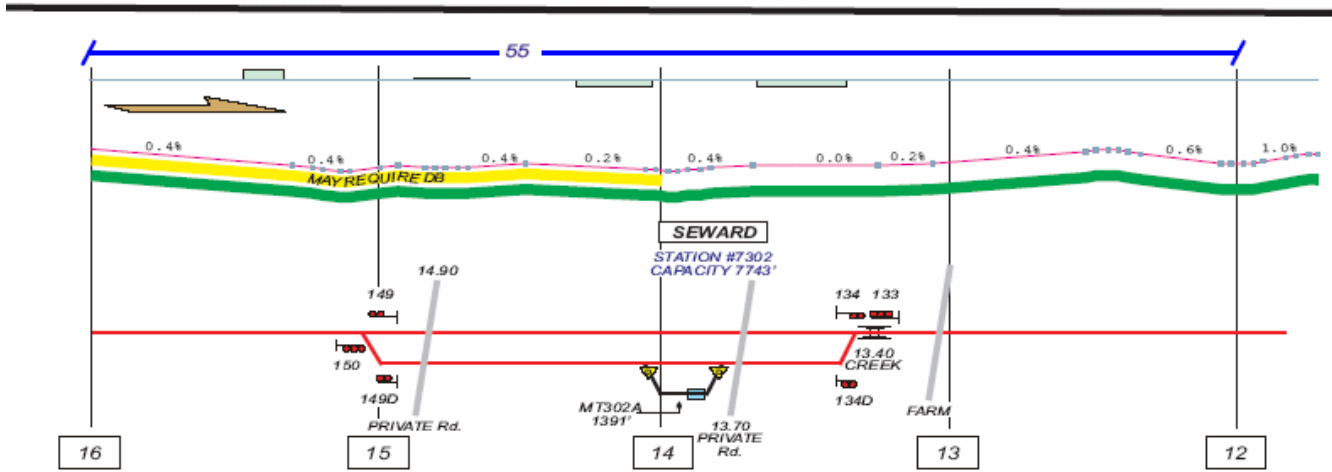
No allowance has been made for whether the train is on the main or in the siding at Webb

Siding speed at Webb assumed at 25 MPH - add 5-10 minutes if the speed stays at 10 MPH, depending on train length

Train Type	Run Time to Webb	Time to cut one crossing	Time to secure train with no crossing to cut	Time to secure train with one crossing to cut	Time to taxi from Webb to Swift Current	Time to switch out trailing locomotive to bring back to Swift Current	Time to run from Webb to Swift Current Shop Track with locomotive(s)	Time to Tieup
High HP/ton ratio	35"	15"	15"	20"	30"	20"	50"	15"
Low HP/ton ratio	50"	15"	15"	20"	30"	20"	50"	15"

Maple Creek Sub Track Profile – Mile 0 to 24





Time Table No 41 – January 21, 2004

Haulage Factors	Train Standby Channel	Point to Train Tower Code	RTC Call-in Channel and RTC Call-in Code	Emergency Call-in Code	Utility Channel and RTC Call-in Code	Utility Tower Code	Maintenance of Way Channel	Switching Zone	D.L. Zone GOI Sec 10 Item 5.4	Miles from Moose Jaw	WESTWARD	STATIONS	EASTWARD	Main Track(s)	Method of Train Control	DOB Limits	Siding Capacity in Feet Signalled Siding	Station Number	Haulage Factors
3.2	CP 1	016	CP 3 *51#	911	CP 20 *51#	116	CP 19	107.5	107.5	107.5	WESTWARD	SWIFT CURRENT SUBDIVISION (Subdivision No 6332) TrAM Area 1	EASTWARD	2	CTC		Yard	6325	3.5
											WESTWARD	MAPLE CREEK SUBDIVISION (Subdivision No 6208) TrAM Area 1	EASTWARD	2	CTC		Yard	6325	
											WESTWARD	SWIFT CURRENT	BWXY	2	CTC		Yard	6325	
											WESTWARD	SWIFT CURRENT	BWXY	2	CTC		Yard	6325	
											WESTWARD	MAPLE CREEK	BWXY	2	CTC		Yard	6325	
											WESTWARD	MAPLE CREEK	BWXY	2	CTC		Yard	6325	
											WESTWARD	MAPLE CREEK	BWXY	2	CTC		Yard	6325	
											WESTWARD	MAPLE CREEK	BWXY	2	CTC		Yard	6325	
											WESTWARD	MAPLE CREEK	BWXY	2	CTC		Yard	6325	
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											WESTWARD	MAPLE CREEK	BWXY	2	CTC		Yard	6325	
											WESTWARD	MAPLE CREEK	BWXY	2	CTC		Yard	6325	
											WESTWARD	MAPLE CREEK	BWXY	2	CTC		Yard	6325	
											WESTWARD	MAPLE CREEK	BWXY	2	CTC		Yard	6325	
											WESTWARD	MAPLE CREEK	BWXY	2	CTC		Yard	6325	
											WESTWARD	MAPLE CREEK	BWXY	2	CTC		Yard	6325	
											WESTWARD	MAPLE CREEK	BWXY	2	CTC		Yard	6325	
											WESTWARD	MAPLE CREEK	BWXY	2	CTC		Yard	6325	
											WESTWARD	MAPLE CREEK	BWXY	2	CTC		Yard	6325	
											WESTWARD	MAPLE CREEK	BWXY	2	CTC		Yard	6325	
											WESTWARD	MAPLE CREEK	BWXY	2	CTC		Yard	6325	
											WESTWARD	MAPLE CREEK	BWXY	2	CTC		Yard	6325	
											WESTWARD	MAPLE CREEK	BWXY	2	CTC		Yard	6325	
											WESTWARD	MAPLE CREEK	BWXY	2	CTC		Yard	6325	
											WESTWARD	MAPLE CREEK	BWXY	2	CTC		Yard	6325	
											WESTWARD	MAPLE CREEK	BWXY	2	CTC		Yard	6325	
											WESTWARD	MAPLE CREEK	BWXY	2	CTC		Yard	6325	
											WESTWARD	MAPLE CREEK	BWXY	2	CTC		Yard	6325	
											WESTWARD	MAPLE CREEK	BWXY	2	CTC		Yard	6325	
											WESTWARD	MAPLE CREEK	BWXY	2	CTC		Yard	6325	
											WESTWARD	MAPLE CREEK	BWXY	2	CTC		Yard	6325	
											WESTWARD	MAPLE CREEK	BWXY	2	CTC		Yard	6325	
											WESTWARD	MAPLE CREEK	BWXY	2	CTC		Yard	6325	
											WESTWARD	MAPLE CREEK	BWXY	2	CTC		Yard	6325	
											WESTWARD	MAPLE CREEK	BWXY	2	CTC		Yard	6325	
											WESTWARD	MAPLE CREEK	BWXY	2	CTC		Yard	6325	
											WESTWARD	MAPLE CREEK	BWXY	2	CTC		Yard	6325	
											WESTWARD	MAPLE CREEK	BWXY	2	CTC		Yard	6325	
											WESTWARD	MAPLE CREEK	BWXY	2	CTC		Yard	6325	
											WESTWARD	MAPLE CREEK	BWXY	2	CTC		Yard	6325	
											WESTWARD	MAPLE CREEK	BWXY	2	CTC		Yard	6325	
											WESTWARD	MAPLE CREEK	BWXY	2	CTC		Yard	6325	
											WESTWARD	MAPLE CREEK	BWXY	2	CTC		Yard	6325	
											WESTWARD	MAPLE CREEK	BWXY	2	CTC		Yard	6325	
											WESTWARD	MAPLE CREEK	BWXY	2	CTC		Yard	6325	
											WESTWARD	MAPLE CREEK	BWXY	2	CTC		Yard	6325	
											WESTWARD	MAPLE CREEK	BWXY	2	CTC		Yard	6325	
											WESTWARD	MAPLE CREEK	BWXY	2	CTC		Yard	6325	
											WESTWARD	MAPLE CREEK	BWXY	2	CTC		Yard	6325	
											WESTWARD	MAPLE CREEK	BWXY	2	CTC		Yard	6325	
											WESTWARD	MAPLE CREEK	BWXY	2	CTC		Yard	6325	
											WESTWARD	MAPLE CREEK	BWXY	2	CTC		Yard	6325	
											WESTWARD	MAPLE CREEK	BWXY	2	CTC		Yard	6325	
											WESTWARD	MAPLE CREEK	BWXY	2	CTC		Yard	6325	
											WESTWARD	MAPLE CREEK	BWXY	2	CTC		Yard	6325	
											WESTWARD	MAPLE CREEK	BWXY	2	CTC		Yard	6325	
											WESTWARD	MAPLE CREEK	BWXY	2	CTC		Yard	6325	
											WESTWARD	MAPLE CREEK	BWXY	2	CTC		Yard	6325	
											WESTWARD	MAPLE CREEK	BWXY	2	CTC		Yard	6325	
											WESTWARD	MAPLE CREEK	BWXY	2	CTC		Yard	6325	
											WESTWARD	MAPLE CREEK	BWXY	2	CTC		Yard	6325	
											WESTWARD	MAPLE CREEK	BWXY	2	CTC		Yard	6325	
											WESTWARD	MAPLE CREEK	BWXY	2	CTC		Yard	6325	
											WESTWARD	MAPLE CREEK	BWXY	2	CTC		Yard	6325	
											WESTWARD	MAPLE CREEK	BWXY	2	CTC		Yard	6325	
											WESTWARD	MAPLE CREEK	BWXY	2	CTC		Yard	6325	
											WESTWARD	MAPLE CREEK	BWXY	2	CTC		Yard	6325	
											WESTWARD	MAPLE CREEK	BWXY	2	CTC		Yard	6325	
											WESTWARD	MAPLE CREEK	BWXY	2	CTC		Yard	6325	
											WESTWARD	MAPLE CREEK	BWXY	2	CTC		Yard	6325	
											WESTWARD	MAPLE CREEK	BWXY	2	CTC		Yard	6325	
											WESTWARD	MAPLE CREEK	BWXY	2	CTC		Yard	6325	
											WESTWARD	MAPLE CREEK	BWXY	2	CTC		Yard	6325	
											WESTWARD	MAPLE CREEK	BWXY	2	CTC		Yard	6325	
											WESTWARD	MAPLE CREEK	BWXY	2	CTC		Yard	6325	
											WESTWARD	MAPLE CREEK	BWXY	2	CTC		Yard	6325	
											WESTWARD	MAPLE CREEK	BWXY	2	CTC		Yard	6325	
											WESTWARD	MAPLE CREEK	BWXY	2	CTC		Yard	6325	
											WESTWARD	MAPLE CREEK	BWXY	2	CTC		Yard	6325	

MAPLE CREEK SUBDIVISION FOOTNOTES

MAPLE CREEK SUB FOOTNOTES CONTAIN INSTRUCTIONS PERTAINING TO SWIFT CURRENT SWITCHING ZONE.

Note: "Swift Current Switching Zone" extends between mile 107.5 Swift Current Subdivision and mile 5.0 Maple Creek Subdivision.

0.0 RADIO

0.1 Trackside Radio System 2.2 in effect, except Trackside Radio System 2 in effect on the Swift Current Subdivision.

0.2 Zone Code (Z) is 6, except 5 on the Swift Current Subdivision.

To Call:	Channel	Dial
Diesel Specialist	CP 14	*61110#
S&C Support Desk	CP 14	*61106#
Time Signal	CP 14 or CP 3	*69776#
Swift Current Subdivision		
Diesel Specialist	CP 20	*51110#
S&C Support Desk	CP 20	*51106#
Time Signal	CP 20 or CP 3	*59775#

Disconnect call by dialing *(Z)#

1.0 HOT BOX DETECTOR SYSTEM

1.1

WESTWARD			LOCATION	EASTWARD		
INSPECTION POINT	SET-OFF POINT	** GOI SEC 8 ITEM 8.1	MILE	** GOI SEC 8 ITEM 8.1	INSPECTION POINT	SET-OFF POINT
Immediate	Seward		10.5	**	Immediate	Swift Current
Immediate	Gull Lake		32.2		Immediate	Antelope
Immediate	Sidewood		54.4		Immediate	Mile 49.5
Immediate	Mile 84.5		79.3		Immediate	Cardell
Immediate	Hatton		99.6		Immediate	Kincorth
Immediate	Irvine		120.8		Immediate	Walsh
Immediate	Dunmore	**	135.7		Immediate	Pashley

2.0 EQUIPMENT RESTRICTIONS

2.1 Crane and Auxiliary

— 414502 20 MPH on bridges Mile 115.8 and 128.6.

4.0 SPEEDS

4.1

Westward MPH		Eastward MPH
All Trains	Mile	All Trains
Swift Current Subdivision		
60	107.5 to 108.7 North Track	60
30	107.5 to 108.7 South Track	30
30	108.7 to 109.82	30
	109.82 (public crossing)	★20
	109.82 to 110.4	30
Maple Creek Subdivision		
55	0.0 to 19.0	55
50	19.0 to 21.0	50
55	21.0 to 55.5	55
50	55.5 to 56.5	50
55	56.5 to 117.3	55
50	117.3 to 125.9	50
+25	125.9 (public crossing)	
55	125.9 to 140.5	55
30	140.5 to 147.4	30

★ Until crossing is fully occupied.

+ Westward movements leaving siding Irvine, until crossing is fully occupied.

4.2 Maximum speed through signalled turnouts at:

- (i) the following dual control switches:
 - all within Swift Current Switching Zone .. 25 MPH
 - Java 25 MPH
 - west siding switch Dunmore..... 20 MPH
- (ii) the east end of Dunmore, for movements:
 - to or from siding 20 MPH
 - to or from Crow Extension..... 30 MPH

5.0 CLEARANCES / DOB LIMITS

5.1 System Special Instruction to Rule 81 (Clearance required in yard limits, cautionary limits or switching zones) applies within Swift Current Switching Zone. Clearance must be obtained from Swift Current or Maple Creek Subdivision RTC.

5.2 Medicine Hat/Lethbridge Terminal DOB in effect on all tracks between Mile 135.0 and Medicine Hat. Rule 83.1(e) is modified to require all train and engine movements in Medicine Hat/Lethbridge Terminal DOB Limits to be in possession of current DOB. The DOB will be issued by the Taber Subdivision RTC.

MAPLE CREEK SUBDIVISION FOOTNOTES

6.0 CENTRALIZED TRAFFIC CONTROL

- 6.1 CTC Rules apply between Aikins and Medicine Hat.
- 6.2 All sidings are signalled sidings and CTC Rules apply.
- 6.3 Signal 1407D at the west end of siding Dunmore is capable of displaying Rule 430, Take (or leave) Siding Signal. Rule 430, displayed by RED over FLASHING RED, will be displayed when the RTC requests a route from the siding to the Taber Subdivision through Crossover 1. When Rule 430 is displayed, a member of the train or engine crew must reverse both crossover switches, and movement will then be governed by the resulting signal indication.
- 6.4 Entry to signalled siding Dunmore at Crossover 1, will be made through the controlled location. Authority in writing as prescribed by Rule 568 will state: "...may enter signalled siding track at Crossover No 1 Dunmore and proceed eastward."

9.0 PUBLIC CROSSINGS AT GRADE

- 9.1 Whistle signal Rule 14(l) is prohibited at public crossings between Mile 144.15 Maple Creek Subdivision and Mile 3.15 Brooks Subdivision and at the following public crossings:
 Mile 109.08 Swift Current Sub.....22nd Avenue N.E.
 Mile 109.82 Swift Current Sub.....11th Avenue N.E.
 Mile 34.95.....Highway No 37
- 9.2 At the following controlled block signals, when signal is seen to change from STOP to a less restrictive indication, movements must ensure automatic warning devices have been operating for at least 20 seconds before obstructing public crossing:

Westward	Location	Eastward	Location
349	Gull Lake	350	Gull Lake
671	Piapot	350D	Gull Lake
671D	Piapot	1388	Dunmore
1257	Irvine	1388B	Dunmore
1257D	Irvine		

- 9.3 **Mile 109.82 Swift Current Sub, 11th Avenue N.E.**
 Pushbuttons located at adjacent switch to operate warning devices when switching or standing clear on North Track.
- 9.4 **Mile 84.20**
 On north storage track, all movements must stop at STOP signs located on north side of track and must not obstruct crossing until crossing gates are horizontal.
- 9.5 **Mile 84.83**
 On north storage track, all movements must stop at STOP signs located on north side of track and must not obstruct crossing until crossing gates are horizontal.

11.0 GENERAL FOOTNOTES

- 11.1 Swift Current Subdivision RTC is responsible for accepting requests for, and providing confirmation of GBO protection, when any portion of the restriction is located within the Swift Current Switching Zone and Taber Subdivision RTC is responsible for accepting requests for, and providing confirmation of GBO protection, when any portion of the restriction is located within Medicine Hat/Lethbridge Terminal DOB Limits.
- 11.2 Restricted clearance not marked by restricted clearance sign located at low signal box between main tracks at Mile 1.69.
- 11.3 GOI Section 10, Item 5.4 applies:
 — between D L Zone Sign Mile 135.0 and Medicine Hat. Brooks Subdivision RTC is responsible.
 — between D L Zone Sign Mile 107.5 Swift Current Subdivision and D L Zone Sign Mile 5.0. Swift Current Subdivision RTC is responsible.
- 11.4 In the application of Rule 104(c), a train or engine may leave east switch No 2 track, east back lead and west end yard lead switches Medicine Hat yard, lined and locked in either position.
- 11.5 In the application of Rule 104(c), a train or engine may leave other than main track switches in Swift Current yard, except crossover switches, lined and locked in either position.
- 11.6 In the application of GOI Section 14 Items 1.1(k) and 3.0, when a train with locomotives attached is left unattended in track 1 or track 2 Medicine Hat, or on the main track between Mile 147.4 and 145.8, the minimum number of hand brakes to be applied is 4, preferably on the head end of the train.
- 11.7 In the application of GOI Section 14, item 1.1(k) and 3.0, when a train is left unattended with engine attached at Swift Current, the minimum number of hand brakes to be applied is two.

12.0 SPURS AND OTHER TRACKS

- 12.1 Maximum speed 5 MPH on back tracks and storage tracks at Irvine, Walsh, Hatton, Kincorth, Mile 84.5 (except number 1 storage track), Cardell, Piapot, Sidewood, Mile 49.5 (except north storage track), Carmichael, Gull Lake (except elevator tracks), Antelope (except elevator tracks), Seward and Webb.
- 12.2 Crow Extension track at Dunmore is south of siding and extends between Station Name Sign and Signal 1388C. Maximum speed 30 MPH.
- 12.3 At Dunmore, three crossovers between the siding and the Taber Subdivision (or Crow Extension track), are numbered 1, 2 and 3 from west to east. Maximum speed 20 MPH through Crossover 1, 25 MPH through Crossover 2 and 15 MPH through Crossover 3.

MAPLE CREEK SUBDIVISION FOOTNOTES

- 12.4 South Industrial Spur off Mile 146.3:
 - at Mile 0.1, all movements must stop at STOP signs before obstructing crossing.
 - at Mile 0.8, all movements must stop at STOP signs and wait 30 seconds to activate roadway traffic signals before obstructing crossing.
 - 6 axle units prohibited.

- 12.5 Crane and auxiliary prohibited on North Industrial Spur, Mile 146.8.

- 12.6 Equipment or track units must not be left on connecting track between Macson and Roytal, Taber Subdivision, unless authorized by Manager Road Operations.

- 12.7 **Swift Current Yard**
 Maximum speed 5 MPH on Rip 1 track (Saskatchewan Livestock Pool), Rip 2 track (Beswick and Lang) and Rip 3 track.

- 12.8 **Vanguard South Spur**
 - A. Extends southward 18.2 miles from Station Name Sign Swift Current to Beginning of GWR Railway Sign. Movement south of Mile 18.2 is prohibited unless authorized by Great Western Rail.
 - B. Due to the possibility of rusty rail conditions, train or engine movements must approach all public crossing equipped with automatic warning devices between Mile 12.86 and 16.2 prepared to stop and must not obstruct crossings until warning devices are seen to be operating for at least 20 seconds or until a crew member has provided manual protection of the crossing.
 - C. Station Number Vanguard South Spur – 6432.
 - D. 6 axle units prohibited, and maximum 8 driving axles between Mile 3.0 and Mile 18.2.
 - E. Whistle signal Rule 14(I) is prohibited and all movements must stop at STOP signs before obstructing crossing at Mile 0.6, 11th Avenue N.E.

- 12.9 **Station Numbers:**
 - Mile 49.5 (Tompkins)..... 7308
 - Mile 84.5 (Maple Creek)..... 7316

CANADIAN PACIFIC RAILWAY

CMA APPLICATION

**ENHANCEMENT ‘C-406’ FOR
‘EXPANDED CREW CHANGE POINT’
OPERATION AFFECTING RUNNING
TRADES**



**CANADIAN
PACIFIC
RAILWAY**

Sept 27, 2005

Effective September 29, 2005 at approximately 1100 mountain standard time CMA screens will change to accommodate additional claims when running long at Expanded Crew Change Points.

This document is in two parts. One for those who have not had Expanded Crew Change Point provisions implemented at their location and the second where Expanded Crew Change Point for running long has been implemented.

For those areas where Expanded Crew Change Point does not apply, run long claim fields will not be displayed and are restricted from use to such employees. Some of the standard fields have been repositioned to accommodate the changes and the REMARKS normally on the Secondary Tieup screen have been allocated to a separate screen via a new PF4 MORE INFO option.

Employees where Expanded Crew Change Point applies will now have additional fields presented on the tieup screen when running long similar to those already being submitted on "IP" claims. In addition to the new REMARKS screen, a third PF7=SCREEN3 has been created for viewing run long data via Timeslip Enquiry.

IN ORDER FOR THE APPLICATION TO WORK AS INTENDED IT IS IMPORTANT THAT RUN LONG INFORMATION BE ENTERED ON THE TIEUP SCREEN INITIALLY. CORRECTIONS CAN BE PERFORMED ON THE SECONDARY TIEUP SCREEN WHEN REQUIRED.

The CABOOSE field has been moved from all screens, as it no longer has application. CREW INFORMATION screens will contain Run Long information for enabled locations.

Note: Additional Held Away cannot be claimed when Run Long at the start of a tour of duty.

The enhancement has gone through extensive testing prior to this migration. Employees are asked to be vigilant and report any unexpected results on their timeslips to their respective Auditor.

B.J. Lockhart
Director RTC/CMC

STANDARD SCREENS

PSTS07B TIE UP SCREEN

TIE UP SCREEN				PSTS07B
TRAIN:(HOME-01 -) OF: 050826 - 0100		JOB TYPE: 04	ROUTE:	COND-ONLY: Y
METHOD OF PAY: FIXED				
TRAIN ORIGIN STN: 09500	TURN OR WRK>DH STN:	TIEUP STN : 08200		
DOMTS :	HELD OUT:	AOMTS DATE-TIME :	-	
WRK BEGAN:	HELDAWAY:	RELVD RESP DATE-TIME:	-	
TRAIN	> 3000	WORK	FINAL	ACTUAL
LENGTH	HRSPWR	UNITS	INSPC	MILES
()	()	()	(N)	(166)
			SWTCH	F-125
			ENRTE	FAXED
			()	()
X	EMPLOYEE NAME	CC R	ORDR OFFD REST	H ST? MLS H/A ROOM CALL
	DOE, J.B. (JOHN)	EN	0100	
	SMITH, A.B. (ALLEN)	CO	0100	
ENTER=INQUIRE/PROCESS		PF1=HELP	PF3=EXIT	PF4=RTE
		PF10=DELAYS	PF11=CLAIMS	PF5=TIEUP

PSTS17B CREW INFORMATION

CREW INFORMATION				PSTS17B
DIST: 4C	SUB-DIST: CA	POOL/YARD: WEST POOL		
ASSIGNMENT: HOME-01	OF 05/08/26 - 0100	DEP: 0235	ARR: 1005	
DEPART STN: 09500	ARR STN: 08200	INT STN:	ROUTE:	
PROFILE : 09500	&WP120	COND-ONLY: Y - CO TRAIN - 0 BK REQD		
TRAIN	HELD	HELD	FINAL	WORK
LENGTH	OUT	AWAY	INSPCTN	BEGAN
07123			N	
			RLVD	ACT WRKG
			RESPN	MLE UNITS
				166 03
FUNC NAME	TURN/ASGN	REQ	ORDR OFFD REST	HM ST MLE/TIME
CALL DOE, J.B. (JOHN)	OW14 EN		0100 1115 2400	N N 0166
CALL SMITH, A.B. (ALLEN)	LA99 CO		0100 1115 0600	N N 0166
ENT=NXT-REC F1=HELP F3=EXIT F4=DELAYS F5=ENGINES F6=PAYROLL F7/8=PGUP/DN				

PSTS07B TIE UP SCREEN (ECCP)

```

TIE UP SCREEN                                PSTS07B
TRAIN:( RUNLNG - ) OF: 050825 - 0100 JOB TYPE: 04 ROUTE: COND-ONLY: Y
METHOD OF PAY: FIXED
TRAIN ORIGIN STN: 08200          TURN OR WRK>DH STN:          TIEUP STN : 09500

DOMTS      :          HELD OUT:          AOMTS DATE-TIME      :          -
WRK BEGAN:          HELDAWAY:          RELVD RESP DATE-TIME:          -

  TRAIN  > 3000  WORK  FINAL  ACTUAL  START RL      RETURN RL      SWTCH  F-125
  LENGTH  HRSPWR  UNITS  INSPC  MILES   RM        RM        RM        RM        ENRTE  FAXED
(      ) (      ) (      ) ( N ) ( 166 ) (      ) (      ) (      ) (      ) (      ) (      )
START OMTS2 DEPT      ARR TURN      DEPT TURN      OMTS2 ARR
RETRN OMTS2 DEPT      ARR TURN      DEPT TURN      OMTS2 ARR      TAXI ARR
X      EMPLOYEE NAME      CC R  ORDR OFFD REST  H ST?  MLS  H/A  ROOM CALL
      DOE, J.B. (JOHN)      EN   0100
      SMITH, A.B. (ALLEN)   CO   0100

ENTER=INQUIRE/PROCESS      PF1=HELP      PF3=EXIT      PF4=RTE      PF5=TIEUP
                              PF10=DELAYS      PF11=CLAIMS
  
```

PSTS07E SECONDARY TIE UP SCREEN (ECCP)

```

TRAIN: RUNLNG -          SECONDARY TIE UP SCREEN  OF 05/08/25 0100  PSTS07E
EMPLOYEE NAME          CC  OC-PAID  TTOD MLG  GRANDFATHERED
DOE, J.B. (JOHN)      CO   69      1145

  PREP ORDR  DOMTS  INIT  ACTUAL  CONST  OT  AOMTS  FNLT  OFFD  FNLI  BONUS  TOTAL
CLOCK:      0100  0205                1105      1245
TIME : 00          0000                0000      0000      00
MILES: 00          000  166   000  000      000      000      00      0188

      <<<<< EMPLOYEE CLAIMS >>>>>
      WKBG/DOMTS AOMTS/RRESP  JOB TYP: 04  CO ONL: Y  RUN MLS: 166  FNL INS:
ORDER -W      -A 050825 1105 OFF DTY: 1245 REQ BK:  WRK HRS:      WRK UNT: 03
0100 -D 0205 -R      TRN LNG: 05544 SH @OT:  TRN MLS:      HRS PWR:

  START RL      RETURN RL
  RM        RM      RM        RM
(      ) (      ) ( 05 ) (      )
START OMTS2 DEPT      ARR TURN      DEPT TURN      OMTS2 ARR
RETRN OMTS2 DEPT 1120 ARR TURN 1125 DEPT TURN 1130 OMTS2 ARR      TAXI ARR 1210
      CL PRM: 00700 LA PRM: 01500
  CLAIM AMOUNT TYPE  CLAIM AMOUNT TYPE  CLAIM AMOUNT TYPE  CLAIM AMOUNT TYPE
( GP - 001 - M ) ( NR - 008000 - $ ) ( - - ) ( - - )
( - - ) ( - - ) ( - - ) ( - - )
      DEFER PAYMENT? (Y/N): N

ENTER=PROCESS PF1=HELP PF3=NXT EMP/EXIT PF4=MORE INFO PF5=UPDATE PF10=DELAYS
  
```

PSTS07J SECONDARY TIE UP SCREEN (2) (ECCP)

```

TRAIN: RUNLNG -          SECONDARY TIE UP SCREEN (2)  OF 05/08/25 0100  PSTS07J
EMPLOYEE NAME          CC  OC-PAID  TTOD MLG  GRANDFATHERED
  
```



```

DIST: 4C          SUB-DIST: CA          POOL/YARD: WEST POOL
ASSIGNMENT: RUNLNG      OF 05/08/25 - 0100      DEP: 0205      ARR: 1105
DEPART STN: 08200      ARR STN: 09500      INT STN:      ROUTE:
PROFILE   : 08200      &WP131          COND-ONLY: Y - CO TRAIN - 0 BK REQD

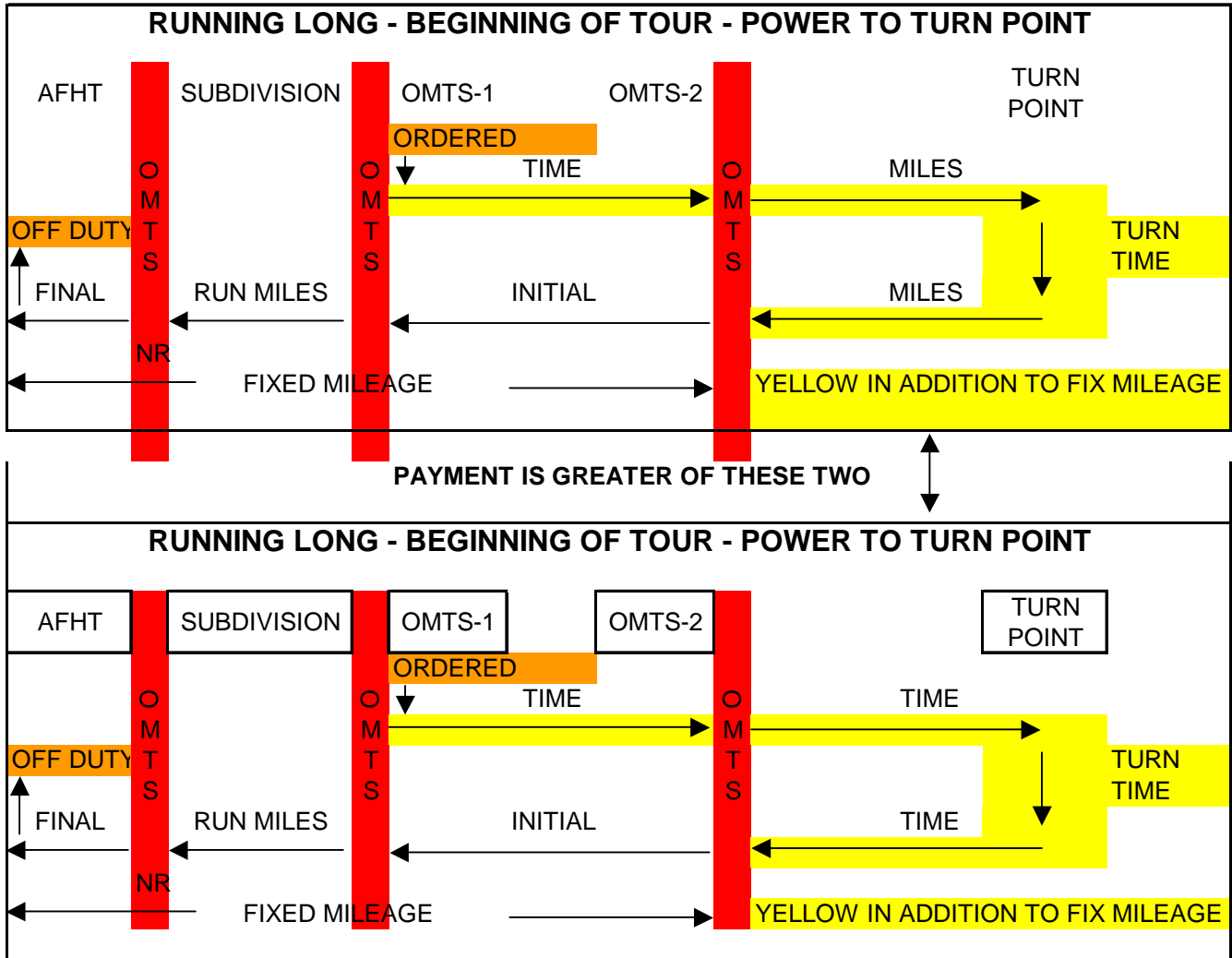
TRAIN  HELD  HELD  FINAL  WORK  RLVD          START  RL  RETURN  RL  ACT  WRKG
LENGTH OUT  AWAY  INSPCTN  BEGAN  RESPN          RM    RM  RM    RM  MLE  UNTS
05544          N                                05          166  03
START OMTS2 DEPT      ARR  TURN          DEPT  TURN          OMTS2  ARR
RETRN OMTS2 DEPT 1120 ARR  TURN 1125 DEPT  TURN 1130 OMTS2  ARR          TAXI  ARR 1210
FUNC NAME          TURN/ASGN  REQ  ORDR  OFFD  REST  HM  ST  MLE/TIME
CALL DOE, J.B. (JOHN      CA11  EN      0100 1245 1003  N  N  0184
CALL SMITH, A.B. (ALLEN)  LA99  CO      0100 1245 1030  N  N  0184

ENT=NXT-REC  F1=HELP  F3=EXIT  F4=DELAYS  F5=ENGINES  F6=PAYROLL  F7/8=PGUP/DN

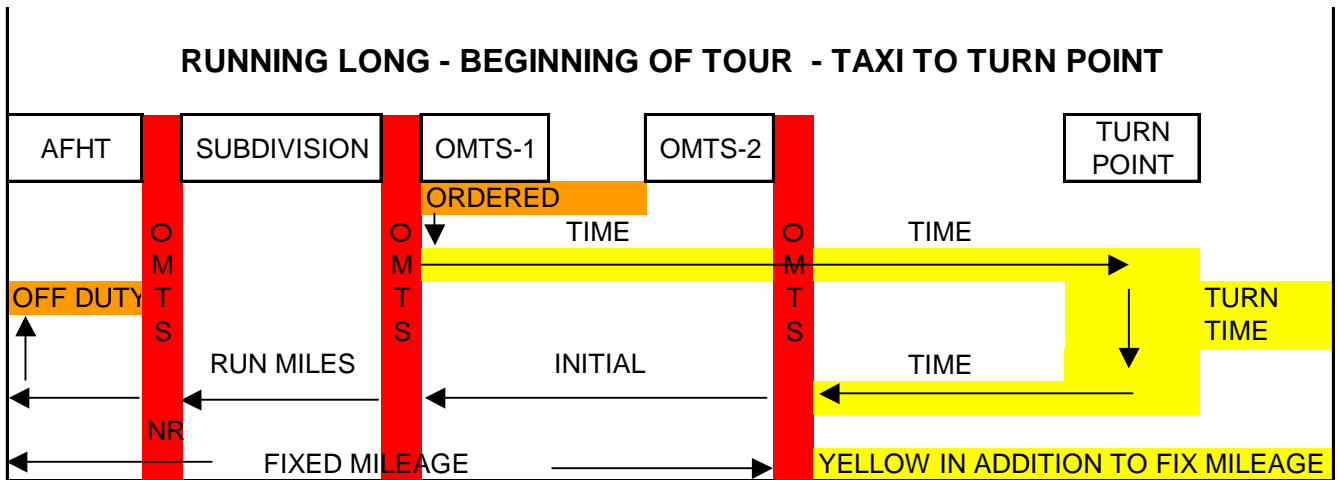
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EXPANDED CREW CHANGE OPERATION
EXAMPLES OF PAYMENT

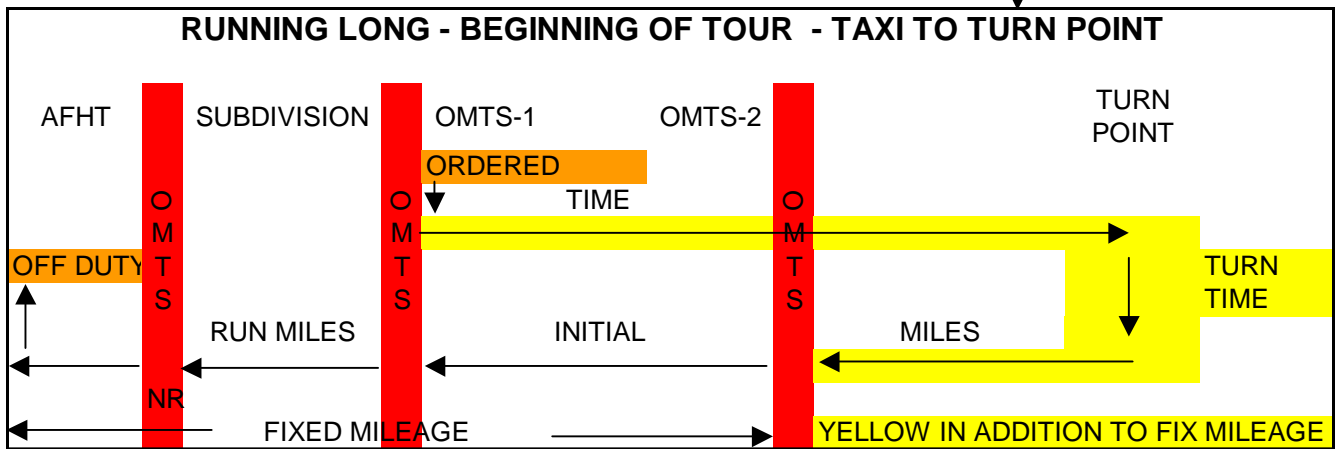
EXAMPLE # 1



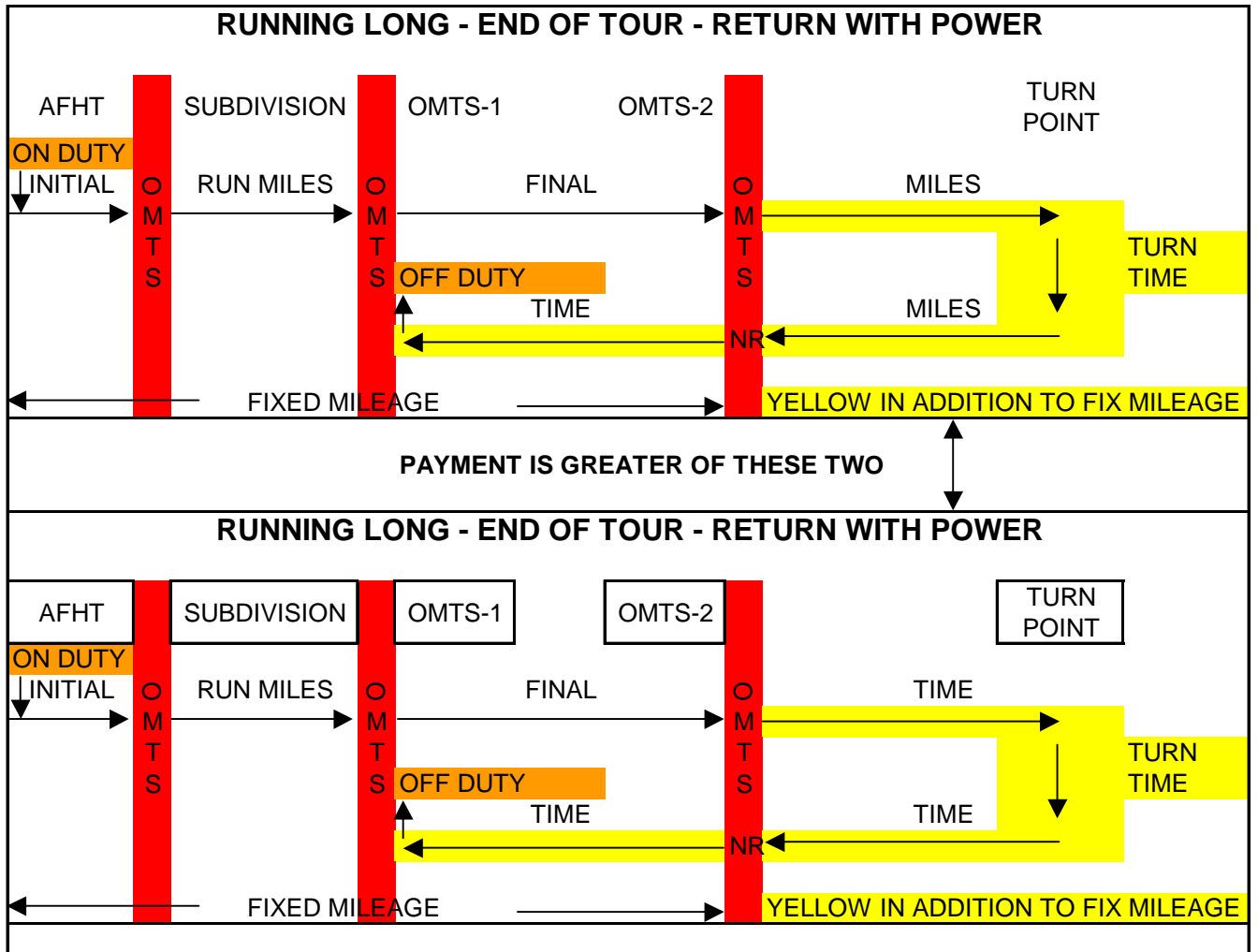
EXAMPLE # 2



PAYMENT IS GREATER OF THESE TWO

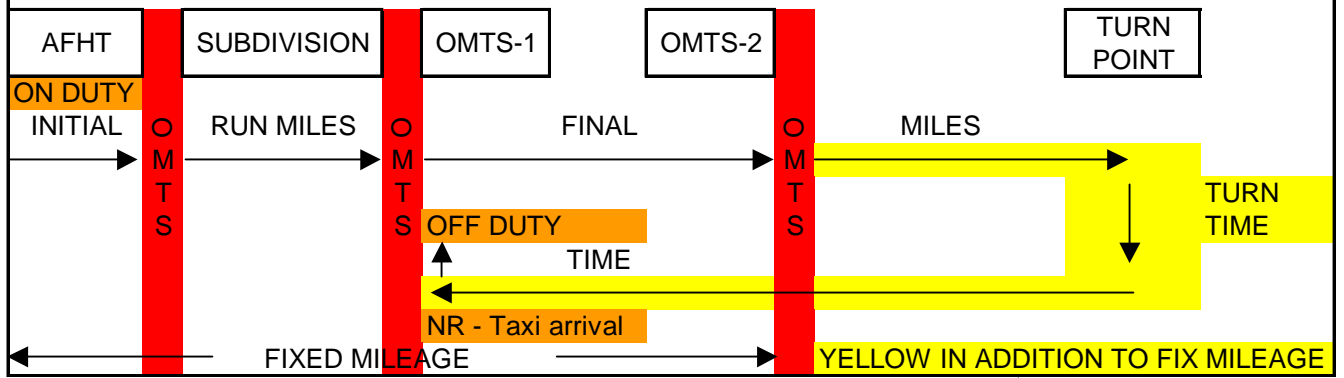


EXAMPLE # 3



EXAMPLE # 4

RUNNING LONG - END OF TOUR - RETURN BY TAXI



PAYMENT IS GREATER OF THESE TWO

RUNNING LONG - END OF TOUR - RETURN BY TAXI

