

Local Rule

450 - 451 Assignment

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

1.0 Purpose of agreement

1.1 It is agreed that crews for trains 450 and 451 will be crewed as assigned freight service ex Moose Jaw and Broadview six days per week. It is understood that these will be six day per week assignments.

1.2 These two assigned crews will be designated as:

Crew	1st Day	Rest Day
Indian Head Assignment 1	Monday	Sunday
Indian Head Assignment 2	Tuesday	Saturday

2.0 Specific Language

2.1 450 and 451 will operate with two assigned crews working on alternate days. Crews will consist of a Locomotive Engineer and a Conductor. A Trainperson shall be supplied if the workload is deemed necessary by the Company. If a Trainperson is supplied it will be as a non-required Trainperson.

2.2 The starting time for 450 will be between 1500k and 1900k ordered time at Moose Jaw and the starting time for 451 will be between 0600k and 1100k ordered time at Broadview. The start time at Broadview can be advanced with concurrence of the crew.

2.3 Article 29.16 of the U.T.U. Collective Agreement and Article 27.15 of the B.L.E. Collective Agreement are relaxed to allow crews covered under this agreement to book up to five hours rest from their off duty time at Broadview which may put their start time out of their starting window. It will be at the Company's discretion to use the assigned crew outside of the window or use an East Pool crew for the train.

2.4 In the event that 450 does not run, or run within its window, the assigned crew will be deadheaded to Broadview in sufficient time to protect 451.

2.5 If the assigned crew is not required for an assigned round trip they will be paid 200 miles for being cancelled.

2.6 In the event that 451 does not run the assigned crew will be deadheaded from Broadview to Moose Jaw upon arrival at Broadview.

2.7 In the event the assigned crew is unable to arrive in Broadview in sufficient time to man 451 the first out pool crew in unassigned service will be used. In this event the assigned crew will be deadheaded home.

2.8 Relief of 450 will be called from the east pool and will fulfill the assignment to Broadview. The regular assigned crew will be taken through to Broadview and in position to crew 451. Relief of 451 will be called with a spare crew between Broadview and Moose Jaw. If there are no spare crews available in Moose Jaw, 451 may be relieved from the East Pool at Broadview. Relief on 450 and 451 will be paid pursuant to the Collective Agreement and local rules established for unassigned service on the Indian Head Subdivision in Moose Jaw.

2.9 Payment for deadheading by the assigned crew will be 100 miles paid in through freight rates.

2.10 Payment for this assignment will be at the fixed rate MOP for the Indian Head Sub (155 miles) plus all conductor – only premiums afforded to crews in unassigned service on the Indian Head Sub. This includes where applicable NR payments as well as local rules pertaining to receiving the fixed rate when being relieved but not giving rest notice to be off in 10 hrs. All other applicable local and collective agreement provisions shall remain in force.

2.11.1 On Saturdays 450 will run with an East Pool crew ex Moose Jaw and on Sundays 451 will run with an East Pool crew ex Broadview.

2.12 Article 29.02 of the U.T.U. Collective Agreement does not apply

3.0 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 1st day of February, 2005

For the Company:

Craig Ruff

Manager Road Operations
Canadian Pacific Railway
Moose Jaw, SK

Greg Denham

Manager Yard Operations
Canadian Pacific Railway
Moose Jaw, SK

For the TCRC:

Bill Pitts

Local Chairman - TCRC
Conductors

Paul White

Local Chairman – TCRC
Locomotive Engineers

Dale Braumberger

Local Chairman - TCRC
Trainpersons