

## **BROTHERHOOD OF LOCOMOTIVE ENGINEERS DIVISION 510**

124 Oxford Street West Moose Jaw, SK S6H 2N5

### **Pool Engineers**

1. Moose Jaw Pool Engineers will be called in the following sequence:
  1. Pool Engineers
  2. Spare Engineers
  3. Advance Pool
  4. Assigned Yard Engineers (E9)
  5. Set Back Engineers (ESBs)
  6. Alternate Mainline Pool
  
2. Time of arrival at switch or first stop where road miles end will establish turn in pool at both home and away from home Terminals. An Engineer claiming a turn ahead of listed order on the inward sheet, will notify the crew clerk by telephone or on person and will be responsible for establishing his proper turn.
  
3. Pool Engineers will man all unassigned service on their Subdivisions and will run first in, first out, except as otherwise provided.
  
4. Pool Engineers booking unfit or being unavailable will be handled in the following manner upon booking okay for duty;
  - A. Pool Engineer booking unfit may not book on until the expiration of 12 hours and will be placed at the bottom of the respective pool, except that he may book on and be called prior to the expiration of 12 hours if no other Engineer is available.
  
  - B. In all cases Engineers must book okay for duty after booking unfit or sick.
  
  - C. If turn has not been ordered, Engineer will fill his original position.
  
  - D. If turn has been ordered, Engineer will be placed as provided, and fill regular turn when it is booked in.
  
  - E. If an Engineers turn remains out for more than 36 hours, he will be placed to the bottom of his respective Pool, and the spare turn will be abolished upon return.
  
  - F. In the event there are insufficient Engineers available to meet the requirements of the service, a Pool Engineer may be called at any time after he has booked okay for duty.
  
5. Turns: Orders at the Home Terminal

Pool Engineers cancelled after leaving the shop track or turning at points short of the objective terminal for that subdivision who make less than 200 miles, including non

chargeable miles have the option to retain their positions on their respective pool board. They will not be called again until they have had 8 hours rest from the time on the shop track, but may book rest in accordance with Article 23, clause (a).

A. Pool Engineers required to make trips off of their respective runs due to a shortage of men, have the option to book a turn regardless of the total of miles made. They will not be called again until they have had 8 hours rest, but may book rest in accordance with Article 23 (a).

B. For the purpose of these rules, TCS is not a turn.

6. When Engineers are called for the same time from any Pool, the man first out will have his choice.
7. An Engineer working over part of a Subdivision and deadheading the remainder will hold his turn, the same as though he had worked over the entire Subdivision.
8. West Pool Engineers will work unassigned service on the branches out of Swift Current.
9. Pool Engineers who have been held off for miles will, after being returned to service take their turn out if it is in. Should his turn be out, he will be placed at the bottom of the Pool at 2201, and 0001 will be the earliest he can be ordered for after being returned to the Pool list. However, he may be called at any time if no other Engineer is available.
10. Pool Engineers returning from Annual Vacation will be booked on automatically at 2201 for 0001 and placed at the bottom of the Pool. If more than one Engineer is returning from Annual Vacation, prior switch time will be used to establish turn.
11. When Engineers are called to deadhead by train, bus, or other transportation, he will be given a call providing for 15 minutes prior to the scheduled departure time of the transportation used.
12. Freight crews working at Regina, Assiniboia, Weyburn and Estevan will be governed by Pool rules.

### **Spareboard Engineers**

13. Spareboard Engineers will work first in, first out, yard board then road board in turn. If the yard board becomes depleted, road board men will be called in turn for a second yard or turn. All men on the road board must have their second yard or turn before the first out man is called for a third yard or turn. A spare man getting a third or more yard or turn off the road board will retain his turn on the road board.
14. Turns on Spareboard will be established by switch time or first stop where the road

miles end, except that when men have the same arrival time, the time on the shop track will establish their turn.

15. Spareboard Engineer booking unfit may not book on until the expiration of twelve (12) hours and will be placed at the bottom of the yard board, except that he may book on and be called prior to the expiration of 12 hours if no other Engineer is available.
16. Spareboard Engineers returning from Annual Vacation will be booked on automatically at 2201 for 0001 and will be placed at the bottom of the yard board in turn. If more than one Engineer is returning from Annual Vacation prior switch time will be used to establish turn.
17. A Spareboard Engineer first out missing a call for work at his home terminal will be held off for 12 hours (from the time the train was called) and then he will be placed at the bottom of the yard board after booking okay for duty except that he may be called prior to the expiration of 12 hours if no other Engineer is available. However, should an Engineer miss a call due to an Engineer first out missing a call, he will go to the bottom of the yard board immediately on booking okay for duty.
18. A Spareboard Engineer not on rest, who is unavailable when called for work at an auxiliary station will not be permitted to work at his home station until the Engineer who accepted the call returns to the home station. Such Spareboard Engineer may however, proceed to the auxiliary station without payment for any deadheading to relieve the Engineer who accepted the call in his place.
19. Spareboard Engineers called for Moose Jaw yard, Kalium switchers or work in turn service from Moose Jaw will be called off the Yard Board and placed in their turn on the Road Board and will not be held for rest.
20. When two or more spare men are called for the same time off the Road or Yard Boards, the man first out will have his choice.
21. Spareboard Engineers held off for miles will be returned to the bottom of the Yard Board at 2201 and may not be ordered for earlier than 0001. However, a Spareboard Engineer off for miles may be called at any time if no other Engineer is available.
22. When an Engineer is restricted to yard service for any reason and cannot hold a yard job at his home station, and his seniority entitles him to the Spareboard, he will take his turn on the Yard Board and be permitted to work three yard shifts before going to the bottom of the Yard Board.

### **Yard Rules**

23. When there are no Spareboard Engineers available, assigned Yard Engineers who desire to make themselves available for additional road service will be allowed to do

so by informing the proper office of the company in writing.

24. Engineers making themselves available for this additional work will be placed on an Available List in order of seniority and thereafter work first in first out except as provided in Clause 4 of this agreement. Engineers on the Available List will be governed by mileage regulations.
25. An Engineer who is okay for duty on the Available List when called will not be called again for this additional work for a period of 30 days. At the expiration of this period he must again advise the proper officer of the company of his availability.
26. An Engineer will be called in turn from the Available List when Engineers Spareboard is exhausted, providing such call will not interfere with their regular assignments. Length of call will have no bearing on the availability of Engineers providing there is no detention to the operations.
27. Mileage made by Engineers on the Available List will be charged to the appropriate spare or pool list.

#### **Work Trains Spareboard Work**

28. Unassigned work trains required to work from the Home Terminal to the Away From Home Terminal or vice versa will be manned by the Engineers Road Spareboard. If not required at the away from home terminal for work train service they will be deadheaded home. They will not be put in the Pool at the away from home terminal.
  - A. Unassigned Work Trains which turn short of the away from home terminal will be manned by the Engineers Yard Spareboard.
  - B. Unassigned Work Trains required for more than one day which originate at the away from home terminal will be manned by the Engineers Road Spareboard.

This Memorandum of Agreement will remain in effect until cancelled either in whole or in part, upon sixty (60) days written notice from one party or the other.

Signed in Moose Jaw this 28<sup>th</sup> day of April 1999.

RJ Birkett  
Local Chairman  
B of LE

GE Johnson  
Manager Yard Operations  
Canadian Pacific Railway