



## TEAMSTERS CANADA RAIL CONFERENCE

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January 23, 2024

### RE: CONDUCTOR ONLY FINAL TERMINAL INSTRUCTED TO LIFT

The following will serve as instructions when Conductor-Only Crews are instructed by the Terminal Trainmaster to lift traffic at the Final Terminal (as occurs commonly, but not limited to Trains 118\* & 241)

#### CONDUCTOR:

##### If you are instructed to lift traffic for the Outgoing Crew:

- The Conductor should notify the Terminal Trainmaster that this is a violation of the Conductor-only Final Terminal Provisions

##### If you are instructed to “Assist” the Outgoing Crew:

- The Conductor should ask the Terminal Trainmaster if they are requiring you to perform the lift.
  - If you are instructed to perform the lift:
    - The Conductor should notify the Terminal Trainmaster that this is a violation of the Conductor-only Final Terminal Provisions

Note: In the event you are required to work under protest keep detailed notes of who instructed you to perform the work and what work was performed. Submit this information in a timely manner to LC CTY (Road). A grievance will need to be filed on your behalf regarding a violation of Article 67.02 (4)

\* In the case of 118 it is important that you begin your CT when you are actually starting your set off.

#### Article 67.02 (4) Relevant portion:

*“A Conductor-Only crew may be required to set-off a car or block of cars at the destination yard at the final terminal or at another yard within the final terminal enroute to the destination yard. This will not be considered as a stop enroute.”*

#### ENGINEER

##### If you are required to lift traffic Outgoing Crew:

- The Engineer should enter an ES Claim for 100 miles as follows:

*“Working Conductor-Only on Train XXXX at the Final Terminal I was instructed by Terminal Trainmaster XXXX to Lift XXXX when yard engines are on duty. Claiming 100 miles as provided for in Article 47.15(3)”*

**Art 47.15(3) Relevant portion:** *“Where yard engines are on duty, Engineers, after arrival at final terminal, may be required to set cars off their train at one yard location within the terminal en route to the destination yard and will yard their train in the designated track in that yard. In the event a double is required to yard the train, the appropriate cut of cars, not just the overflow, will be doubled over provided this will not increase the number of moves necessary to make a double.”*

*“Should they be required to perform other work when yard engines are on duty they will be paid a minimum of 100 miles at yard rates for such service. When no yard engine is on duty, road Engineers will do necessary yard switching subject to release from duty in accordance with applicable rules.”*

**PROVISIONS FOR WORK AT THE FINAL TERMINAL (CONDUCTOR ONLY PREMIUM PAYMENTS)  
ARE AS FOLLOWS:**

**Art. 67.02 (6)**

*“The Conductor-Only crew will be required to marshal the train to conform with the requirement of the rules and special instructions governing the marshalling of trains, as a consequence of the set-off of a bad order car, the pick-up or set-off of cars as contemplated in this Clause 67.02 or the discovery of a marshalling violation.” (No Payment Provision)*

**Art. 67.02 (7)**

*In respect to their own train;*

- *“the set-off of a bad order car(s) enroute or in the terminal;”  
(No Payment Provision)*
- *“the lift of a bad order car(s) after being repaired in the terminal;”  
(No Payment Provision)*
- *“the handling of diesel units, including robotizing and conventionalizing;”  
(No Payment Provision)*
- *“doubling at the initial terminal to the extent necessary to assemble the train for departure because yard track(s) is of insufficient length to hold the fully assembled train; or”  
(Payment under Article 67.02 (6) below)*

**67.02 (6)** *Except in Roadrailer Service, when a conductor-only crew is required to perform work at the final terminal defined in sub-clause 67.02 (4) second bullet point and 67.02 (5) the conductor will be paid on the minute basis at pro rata rates for all time so occupied with a minimum payment of one hour in addition to final terminal time. Such pay shall not be included in making up a short day.*

**67.02 (4) second bullet point**

*“A Conductor-Only crew may be required to set-off a car or block of cars at the destination yard at the final terminal or at another yard within the final terminal enroute to the destination yard. This will not be considered as a stop enroute.” (Payment)*

**67.02 (5)**

*“Notwithstanding the provisions of (4) above, a Conductor-Only crew is restricted to performing switching on its own train at the final terminal. However, this would not be a common occurrence, it will be the exception rather than the rule.” (Payment for the final terminal lift)*

- *the handling of an SBU; shall not be considered a set-off, pick-up or switching pursuant to Clause 67.02, sub Clauses 2), 3), 4), 5) and will not result in a Conductor-Only premium payment.  
(No Payment Provision)*

**IF YOU HAVE ANY QUESTIONS OR CONCERNS PLEASE CONTACT YOUR RESPECTIVE LOCAL CHAIRMAN PRIOR TO SUBMITTING A CLAIM.**



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