

From: Brian Magaton [Brian\_Magaton@cpr.ca]  
Sent: May 30, 2003 11:36 AM  
To: Grant Leverick; Art Lockhart  
Cc: Janet McJunkin  
Subject: RE: ES Claims

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WINNIPEG EXTENDED SWITCH - Q&A's

- Q-1 Who is entitled to claim "ES" Extended Switch of 100 miles?
- A-1 Only BLE members under Article 3.02(3) paragraph 2.
- Q-2 What is RUSH traffic?
- A-2 Cars containing perishables or stock for servicing or unloading  
or to set off RUSH or bad order cars as directed for future  
movement. At the present time INTERMODAL traffic in considered  
rush. However, the Company reserves the right to designate  
other traffic as rush as operational/traffic demand evolve.
- Q-3 How do I know when I can claim "ES" Extended Switch?
- A-3 Two set offs and/or lifts of rush traffic may be made  
without penalty. Work beyond this (except doubling account  
track is of insufficient to hold train at final yarding  
track) will qualify. A flow chart has been produced to assist  
employees in determining when the claim is applicable.
- Q-4 How does this chart work?
- A-4 From the "START" box there a series of questions in a "BLUE"  
box. It has a YES or NO question to answer in the adjacent

"GREEN" box. That box has an adjacent "Blue" box with another question. Moving along through each condition ultimately ends with a "NO CLAIM" box or a "CLAIM 'ES' 100 MILES" box.

Q-5 What information do I need on my ticket to pass and audit?

A-5 There should be corresponding information that answers each "BLUE BOX" question which leads to the "CLAIM 'ES' 100 MILES".

Q-6 Where am I going to put all that information as REMARKS is only has six lines I can use I am already using that for other information?

A-6 Use the DELAYS.

Information can consist of lines and lines and pages of information for the same thing.

By putting a " below the first location you can add multiple lines of information for the event.

LOCATION	HRS/MNS	CODE	UNITS	REMARKS
WINNIPEG	0130	CTI		0500-0515 SET OFF 12 CARS
"				N-13, YARD TRAIN F-6,
"				TRAIN FIT F-6, 0530-0545
"				DOUBLE 14 CARS TO F-4
"				WHICH WERE NOT INTERMODAL
"				TRAFFIC. CLAIM CT
"				0500-0545. CLAIM ES
"				ARTICLE 3.02(3)PAR 2

Q-7 Should I just submit the claim as "ES" or should I submit it as an "IP" claim?

A-7 While you have the right to submit it as an "ES" claim, remember than an audit may not take place for some time and it becomes more difficult to verify with Supervisors and records what took place. The Audit department suggests that you use the "IP" claim in order that a timely validation can take place.

Q-8 What I did doesn't correspond to anything on the flow chart. Does that mean I can't claim "ES" Extended Switch of 100 mil

es?

A-8 No. There are many instances that cannot be accounted for. The flow chart is only a guide to making claims. Submit your claim as an "IP" claim with ALL the information and an Auditor will render a decision. Remember all they are going to use the information contained within your claim. It would also be advisable to discuss the claim with your Local Chairman for his input. Read him what you put on your claim and see if he understands all the moves that were made and what was being done on each of them. If not, the Auditor probably won't either and your claim may be declined.

Q-9 Do I get an "CT" claim for this in addition to the "ES" claim?

A9. Yes. All time will be paid from the start of the first set off until the completion of the last set off.

-----Original Message-----

From: Grant Leverick [mailto:lcdivision76@mts.net]  
 Sent: Monday, May 12, 2003 5:24 AM  
 To: Brian Magaton  
 Cc: Art Lockhart  
 Subject: ES Claims

Brian,

As per our conversation last Friday, I copied Art Lockhart, his boys run into Winnipeg from Kenora.

Q1. When is a train considered yarded?

A1. A train is yarded when the train fits in a track from head end to tail end into the destination track.  
 (or tracks)

Q2. Will a arbitrary payment 3.03 justify a set off of any intermodal

traffic?

A2. No.

Q3.

Q4. What is rush traffic?

A4. Intermodal traffic. , perishable or stock

Q5. Engineer yards his train containing intermodal traffic into FG 2. Train

is too long for FG2. Engineer is told to make a selective cut on the head

and 30 cars regardless of intermodal traffic and set off to F11. Set off

fits into F11. Engineer is told to make another cut and set off to F10. Will

this justify a 3.03 payment?

A5. Yes. 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. This scenario, there was 3 unnecessary moves to yard this train. The

intent of article 3.03 was to allow the minimum number of moves to yard a

train into a track(s) clear from end to end. Intermodal traffic was already

set off for future movements. No other movements should not be allowed.

under our agreement we yard till you fit, then give them a rush move so we

would not claim this one; we would have to make one more additional move to

trigger the payment

A6. Engineer yards train into 3 distinct departure or arrival track(s) or

yard(s). F Yard (F2 to F24), N Yard (N2 to N35 and NW 1 to NW 8), I yard, NW

yard, NC1, NC2, NC3, T yard, H yard, Eastbound, Westbound, FG yard, Running

lead, FX yard, Transcona east yard, Transcona west yard, BS yard (Paddington), and depot 1, 2, 3, and 4. Would this justify a 3.03 payment?

A6. Yes.

For comments when making these claims. What terms are you looking for?

"Claiming Article 3.03. Yard train in FG2, set over 20 cars of non-intermodal traffic into F27".

" Claiming Article 3.03. Yard train in FG2, 20 cars into F27, 18 cars into N16".

Would you need any other information for the Auditor? I thought we could keep it simple.

Thoughts please,

Grant

Office of Div.76 (BLE)

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WINNIPEG EXTENDED SWITCHING CHART .....

REV:03-05-13

DRAFT #2

