



**CANADIAN
PACIFIC
RAILWAY**

ALL SENORITY DISTRICTS

DATE POSTED: _____

DATE: _____

INFORMATION BULLETIN NO. NMC 022-10

CONDUCTORS' & TRAINMEN'S
BULLETIN BOOKS:

YARD FOREMEN'S & YARDMEN'S
BULLETIN BOOKS:

LOCOMOTIVE ENGINEER
BULLETIN BOOKS:

RE: TCS - Run Around - AFHT - Letter of Agreement dated June 11, 2010

Please be advised that the Company and the Union have reached an agreement concerning the issue of employees being runaround at the away from terminal (AFHT) by a crew in Turnaround Combination Service (TCS), Thunder Bay and West, when the following occurs:

The straightaway crew is available to accept the applicable standard call at the AFHT for the time required to be on duty to protect the operating requirements.

This will not apply when the straightaway crew is already called for duty, is on rest or MTOD, or declined the opportunity to protect the operating requirements.

Example 1: An employee who was not asked to protect has come off rest at 0400 for 0600 but has not been called. An inbound TCS crew arrived at the AFHT at or after 0600 and is placed into working service ahead of the straightaway employee who was available for duty at 0600.

Example 2: An employee, who was not asked to protect, or has not declined to protect, arrives at the AFHT and is off duty at 0100, booking no rest. An inbound TCS crew arrives at the AFHT after 0100 and is placed into working service ahead of the straightaway employee who was available.

In the above situation the straightaway crew that is run around by the TCS crew will be paid a 50 mile runaround claim.

The TCS crew that ran around the straightaway crew will be entitled to claim the equivalent of 2 tours of duty equal to a straightaway trip to the AFHT and a straightaway trip home.

The TCS employees who experience the above will be required to submit a stand alone miscellaneous claim to top up their claim using claim code **'R2'**. This claim will be chargeable, applicable to General Holiday claims and copy claims.

Referring to example 1: Should the TCS crew arrive at the AFHT prior to 0600 and commence working service ahead of the first out available crew or employee that was available for 0600, then a runaround payment would be paid to the first out available crew member as per the March 21, 2003 letter RE: Runaround at Away from home terminal. The TCS crew would not be entitled to any additional payment in this circumstance.

Kent S. Cook
Senior Auditor – CMC
Network Management Centre



**CANADIAN
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ALL SENORITY DISTRICTS

DATE POSTED: _____

DATE: _____

INFORMATION BULLETIN NO. NMC 020-10

CONDUCTORS' & TRAINMEN'S
BULLETIN BOOKS:

YARD FOREMEN'S & YARDMEN'S
BULLETIN BOOKS:

LOCOMOTIVE ENGINEER
BULLETIN BOOKS:

RE: Letter of Agreement dated June 11, 2010

Please be advised that the Company and the Union have reached an agreement concerning the issue of crews ordered in Turnaround Combination Service (TCS) who are deadhead to the AFHT, held in TCS service, and then deadhead home from the AFHT.

It has been agreed in this situation the TCS crew will be entitled to the equivalent of two straightaway deadhead claims. The difference in earnings must be submitted as a D4 claim. These miles will be chargeable and applicable to General Holiday and copy claims.

The D4 payment would be calculated as follows:

D1 + D2 = CS = 100 will be generated by the system

D4 = 100 would be entered by employee

Kent S. Cook
Senior Auditor – CMC
Network Management Centre



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DATE POSTED: _____

DATE: _____

INFORMATION BULLETIN NO. NMC 021-10

CONDUCTORS' & TRAINMEN'S
BULLETIN BOOKS:

YARD FOREMEN'S & YARDMEN'S
BULLETIN BOOKS:

LOCOMOTIVE ENGINEER
BULLETIN BOOKS:

RE: Letter of Agreement dated June 11, 2010

Please be advised that the Company and the Union have reached an agreement concerning the issue of crews ordered in Turnaround Combination Service (TCS) who exceeds 12 hours on duty and do not achieve the fixed rate of pay account they did not complete the working portion of the TCS tour of duty.

It has been agreed in this situation the TCS crew will be entitled to the equivalent of two tours of duty. The difference in earnings must be submitted as a D4 claim. These miles will be chargeable, applicable to General Holiday claims and copy claims.

Effective with this agreement all claims held in abeyance concerning TCS Deadhead penalty payments DH over minimum day have been resolved. Therefore, the following abeyance codes will no longer be available for use:

CO01, KE01, LE02, MH04, MJ05 and WP02.

Kent S. Cook
Senior Auditor – CMC
Network Management Centre