



Teamsters Canada Rail Conference

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Medicine Hat, Alberta

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INFORMATION REGARDING TCS AND CROA 3794

Brothers and Sisters:

It has come to the attention of Division 322, subsequent to the recent CROA ruling in case 3794, that there have been instances where the Company has utilized TCS crews to deadhead to the away from home terminal (D1), work on a train to an intermediate point on the subdivision, then deadhead (D2), back to the home terminal. This was done in spite of the fact that the TCS crews still had enough time left on their 12-hour clock to forward the train through to the home terminal (Planned Failure). This practice is directly contrary to the Arbitrators ruling on July 20th, 2009.

Therefore, we are advising any crews that were called for TCS and relieved at an intermediate point anytime after July 20th, and from this point forward, to submit their wage claims as follows:

(Note: The Deadhead top up below would not apply to a TCS crew that is being relieved enroute due to running out of time on their 12-hour clock).

TCS CREWS RELIEVED AT AN INTERMEDIATE POINT (Dual Method of Pay applies)

- Claim D1 in the normal manner for the DH portion to the AFHT
- Claim running miles to the point where relieved on the subdivision (relieved of responsibility)
- Claim D2 in the normal manner for the DH portion to the Home Terminal
- Submit an IP **time** claim on the same ticket to make up the difference to top up your D1 claim to 100 miles (Maple Creek Sub: 5 hours 30 minutes, Brooks Sub: 4 hours 45 minutes) and explain claim as follows: "AS PER CROA 3794 RULING"

TCS CREWS CALLED FOR SOUTHBOUND TRAINS RELIEVED WEST OF HIGHWAY 41 AT DUNMORE

- Claim D1 in the normal manner for the DH portion to the AFHT
- Claim the 165 mile fixed rate as per the Collective Agreement from Swift Current to Dunmore
- Submit an IP **time** claim on the same ticket to make up the difference to top up your D1 claim to 100 miles (Maple Creek Sub: 5 hours 30 minutes) and explain claim as follows: "AS PER CROA 3794 RULING"

All TCS crews relieved enroute in the manner described above are requested to make a copy of your ticket, and leave a copy for your Local Chairman. As well, would you please notify us by phone immediately if this situation arises. Thank You.

DJ Edward
LC Conductors

Don Becker
LC Locomotive Engineers

Brett Weisgerber
LC Trainmen / Yardmen

September 09, 2009