

TRIP TICKET SAMPLES

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TURNED WHILE ON DUTY

If you are called on thru freight, and are changed off and deadheaded **BACK** to your initial terminal, you are entitled to the following –

ALL track miles incurred OR minimum day of 100 miles, (whichever is greater) **PLUS** any initial time and EC/CT switching, **PLUS** 100 mile deadhead **BACK** to your **INITIAL** terminal.

TURNAROUND TIME is **NOT** applicable in this case, however if you are **ON YOUR TRAIN** more than 10 hours, then the NR payment will apply

When you arrive back home, your tie-up screen must show –

- Change your **FINAL STATION** to **55555**
- Your **O.M.T.S.** time will be your arrival time at the change-off point. If **NR** claim should apply, then your arrival time will reflect the time you **DEPART** that point. (If on train **MORE** than 10 hours) e.g. arrive while 8 hours on train, but don't depart until after 10 hours and 5 minutes on the train account waiting for taxi.
- Show your **OFF DUTY** time **same** as O.M.T.S. time.
- On the **SECONDARY** screen, change the RUN miles to reflect the miles run to the change-off point
- **DO NOT** show rest on this tie-up
- Call Crew Dispatcher to arrange a DH ticket after tying up with your **CALL TIME** for the DH to be the same as your **OFF DUTY** time from your previous ticket.
- You will book your rest on **THIS** tie-up screen.

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CONDUCTOR ONLY SWITCHING -INITIAL TERMINAL

With no yard crew available in Revelstoke, road crews can be asked to switch the yard at the initial terminal in any capacity. Crews at the final terminal are restricted to switching their train as per Article 10.02; which states:

(4) Final terminal;

(i) A Conductor-Only crew is limited to doubling their train at the destination yard **to the extent necessary to yard the train** upon arrival because a yard track(s) is of insufficient length to hold the entire train.

(ii) 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.

(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.

(6) The Conductor-Only crew will be required to marshal the train to conform to 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 10.02 or the discovery of a marshalling violation.

CREWS ARE REMINDED – when switching at the INTIAL terminal to change their claim code on the DELAY SCREEN from CTT to CTI

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DEADHEAD REVELSTOKE TO GOLDEN

If you are called for a **D.H.** (either by taxi or bus) from **REVELSTOKE** to **GOLDEN** to lift **any train FROM THE SOUTH YARD**, then through to **FIELD**, you are entitled to the following...
148 MILES

If you must tie that train up online due to **OPERATIONAL REASONS**, then you are **STILL** entitled to **148 miles** if you taxi thru to your objective terminal

If you secure that train online due to **OPERATIONAL REASONS**, then your secondary screen in your tie-up **MUST** reflect this reason.

TAXI - FIELD TO GOLDEN

If you are called to taxi **FROM FIELD TO GOLDEN** to lift a train (e.g. Train 608) from the **SOUTH YARD** and return to Field, you are paid the following....

MINIMUM DAY PLUS TURNAROUND (TJ). THAT IS ALL

100 mile BB claim does NOT apply in this case

LOCAL RULE # 1 DOES NOT APPLY IN THIS CASE!

If you should tie that train up **ONLINE**, then your ticket should reflect the “relieved responsibility” time.

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DOUBLING TO ASSIST ANOTHER TRAIN

When you are required to double in order to assist another train, you are entitled to the following –

Time **plus** miles **LESS** the time it takes to run those miles at track speed.

For example – at 10:00, you secure your train at Beavermouth (mile 63), run to Wakely to assist train 671 and pull him to Ross Peak (Mile 90) then run back to Beavermouth to lift your train and continue your trip.

When you **LEAVE** Beavermouth to continue your trip, it is 13:00 , so therefore you would claim the following –

DB – 54 – M (miles)

(Beavermouth to Ross Peak and back)

DB – 0112 – T (time)

(3 hours **TOTAL** time **LESS** 1hr 48 min run time @ 30 mph) you **MUST** make clear in the NOTES field explaining **EACH DB claim**

If you do not arrive at your final terminal, you are **STILL** entitled to your flat rate account changed off for **OPERATIONAL REASONS**, and your secondary tie-up screen **MUST** reflect this in the NOTES field.

NOTE - You are **NOT** entitled to EC claim when you cut off to run to Wakely or when you return to lift your train again.

NOTE FOR LOCOMOTIVE ENGINEERS – Engineers are entitled to the full **TIME AND MILES** in this example. No deduction is required for “run time”.

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SINGLE OR DOUBLE TURN

if you are called for a **DOUBLE** turn, and you exceed the distance of 30 track miles on your **FIRST** turn, you are **not** required to make second turn.

i.e. - if your **FIRST** turn is from **REVELSTOKE** to **ROSS PEAK**, you have exceeded the distance of 30 track miles, and are not required to perform another turn. The Scanner at 95.1 (Mtn. Sub) is generally considered the “point of no (re) turn” (30.6 miles)

YOU SHOULD ALSO KNOW...

if you **DO NOT** exceed the 30 track mile limit on your **FIRST** turn, then the **MAXIMUM** miles allowed FOR BOTH TURNS is 120 track miles **IN TOTAL**.

-i.e. - if your **FIRST** turn is from Revelstoke to Albert Canyon Mileage 105 (17 track miles), then your **SECOND** turn cannot exceed the distance of 103 **MORE** track miles

NOTE – There is **NO** mileage limit for a **SINGLE** turn. You may turn **ANYWHERE** short of the **OBJECTIVE** terminal.

e.g. – you may be called to taxi from Kamloops to Clanwilliam to lift train 671 back to Kamloops
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FROM REVELSTOKE TO GOLDEN TO FIELD

If you are called (**in Revelstoke**) on a train designated for the **SOUTH YARD** in Golden, then are informed online that you are required to lift **ANOTHER** train at Golden (**does not have to be in the SOUTH YARD**) and take that train through to Field, you are entitled to the following...

148 MILES for your train from Rev-Golden **PLUS**

a **MINIMUM DAY** to take the train from Golden-Field, as well as an extra 100 mile **BB** claim with the intent to deadhead back to Revelstoke upon arrival in Field.

Train crews in this example are designated for **GOLDEN** and **NOT** Field, therefore must deadhead **HOME** upon completion of duty in Field.

An example is as follows – Train from Rev-Golden – 148 miles. You will tie up in Golden and start a **NEW** day!

Train from Golden – Field – 100 mile min. day **PLUS** 100 mile **BB** claim. Tie up in Field.

Taxi home from Field – 100 mile deadhead

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REVELSTOKE TO GOLDEN

If you are called **FROM REVELSTOKE** on a train that is designated to the **SOUTH YARD** in Golden, and you tie that train up online, and taxi to **GOLDEN**, you are entitled to the following... **148 miles**

Whether you arrive in the **SOUTH YARD** at Golden on your train or not, you are **STILL** entitled to 148 miles

NOTE: The same applies if you are called **FROM FIELD** to the **SOUTH YARD** in Golden to

take **any** train to Revelstoke. If you tie that train up online, then you are **STILL** entitled to 148 miles **PLUS** an extra 100 mile BB claim.

If you tie the train up online for OPERATIONAL REASONS, the secondary screen notes must reflect this reason

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PUSHER PAYMENT - PART 1

The claim code for having pushers applied to your train is PU

This code is to be claimed on the **SECONDARY SCREEN** of your tie-up with a brief explanation as to what took place. (**Pushers CUT IN**, or pushers **ON THE NOSE!**)

The amount to be claimed is as follows:

To have pushers cut **INTO** your train is **1 hour, 45 minutes**

To have pushers cut **ONTO THE NOSE** is **45 minutes**

When pushers are cut **INTO** your train, the breakdown is as follows –

45 minutes strictly to handle pushers

30 minutes to CUT IN pushers

30 minutes to CUT OUT pushers

To have pushers cut **ONTO THE NOSE**, the only claim is as follows –

45 minutes strictly to handle pushers

PUSHER PAYMENT - PART 2

Further to claiming pusher payment, conductors **MUST** make note on their **CONDUCTORS REPORT (form 125)** of what **STATION** pushers were **CUT IN**, and what **STATION** they were **CUT OUT**. All pusher unit numbers **must** be noted on the **form 125**, and train length must be adjusted account having handled extra unit length (**with your tie-up reflecting this change in length.**)

FURTHERMORE...

In the event of the **original** train crew having been changed off **AFTER** having pushers cut in, that crew is entitled to the following –

45 minutes for handling pushers

30 minutes for CUTTING IN pushers.

The relief crew will only be entitled to the following –

30 minutes for CUTTING OUT pushers

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FROM TRAIN TO DEADHEAD

If you are called for a train at your **INITIAL** terminal, and your call is changed to a straightaway **DEADHEAD**, (after being on duty) you are entitled to **ALL** initial time, **PLUS** any **CT**claim if switching performed while on duty.

CLAIM FOR EXTRA HELD AWAY

Members are entitled to claim **EXTRA HELDAWAY** at the Away From Home Terminal should they take control of their train more than 10 hours after their off duty time on the incoming trip. You will enter the **TIME YOU TAKE CONTROL OF YOUR TRAIN** into the **HELD AWAY** portion of the **INITIAL** tie-up screen and the computer will calculate the additional **HELD AWAY** for this tour.

Members are entitled to this regardless of whether they have begun standard held away or not.

For example – If you are called at your A.F.H.T. after being off duty for 9’30”, but **DO NOT** take control of your train until being there for 10’30”, you will place the **TIME YOU TOOK CONTROL OF YOUR TRAIN** in the **HELD AWAY portion on the initial tie-up screen** and the computer will calculate the additional **HELD AWAY** for this tour.

e.g. Off duty at 11:00, called again that night for 20:30, take control of the train at 21:30, you will enter **21:30 into the HELD AWAY portion** of your **initial tie-up screen**, and the computer should calculate 30 minutes as extra held-away

NOTE - If you are **ALREADY** on held away by the time you are called, you **STILL** enter the **TIME YOU TOOK CONTROL OF YOUR TRAIN** in the proper spot, and the computer will calculate the difference from your call time and the time you took control of your train as **EXTRA** held away.

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