



**Teamsters Canada Rail
Conference
Division 320**



Members of Division 320,

RE: Submitting EC Claims on Conductor Only Roadswitchers

There has recently been confusion concerning whether or not EC Claims must be submitted on Conductor Only Roadswitchers.

As you may all be aware by now, your overtime is reduced by the amount of time you submit on EC Claims. There are instances whereby the EC claims could eliminate all of your overtime, leading you to actual earn a few dollars less than if you hadn't submitted the claims.

This notice is to advise you that EC claims **MUST** be submitted. The pertinent article in the CTY Collective Agreement is:

12.08 Conductor-Only Enroute Payment

When a Conductor-Only crew is required to perform work enroute defined in Article 10.02(3), 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 at each of the first three stops made in accordance with Clause 10.02(3) during a tour of duty. If this work is performed at the pay points referred to in clauses 12.06 and 12.07 hereof, the payment provided in those clauses will not be allowed. All time paid for under this clause will be paid in addition to pay for the trip but time actually worked will be deducted in computing overtime. Work performed pursuant to Clause 10.02(3) at a fourth (4) and fifth (5) stop enroute shall not be paid pursuant to this rule.²

and the Engr Collective Agreement:

2.23 A train on which no Brakeperson is employed may be required to stop and perform work, to a maximum of five (5) en route locations during a single tour of duty. When required to perform switching en route, between the initial and final terminal, the Engineer will be paid at pro rata rates for all time so occupied with a minimum payment of one hour at each of the first three en route locations during a tour of duty. No payment shall be made pursuant to this rule at the fourth and fifth locations unless the fourth and fifth location is covered by Article 2, Clauses 2.16, 2.17 or 2.21. The Company is prohibited from requesting a Conductor Only crew from making any

stops in excess of the five stops provided for in this Article. The set off of a bad order car(s) and required marshalling to comply with marshalling requirements, the handling of diesel units or the marshalling of a train due to the discovery of a marshalling violation is not considered a set off, pick up, or work at an en route location in the application of this paragraph. All time actually worked will be deducted in computing overtime. Payments will not be used to make up a minimum day.

Please also ensure that you are only showing the actual amount of time spent switching. For example, if you take a train to Vancouver and it takes you 15 minutes to set off the train and no other switching is being performed, only claim 15 minutes. The claim will pay 1 hour, but will only reduce your overtime by 15 minutes.

Also, please remember that when your overtime is reduced, so are your chargeable miles for the day. This will result in an increase in the monthly roadswitcher guarantee you may claim.

Please be as accurate as you can when submitting these claims, and if you have any questions, please contact your Local Union Reps.

Sincerely,

Your Local Chairs