



Teamsters Canada Rail Conference

**Local Committee of Adjustment Division 320
– Conductors/Trainpersons
Vancouver Division – Canadian Pacific**



Short Turn Rule

All Conductors and Trainpersons Coquitlam and Roberts Bank,

There have been numerous instances of the Short Turn Rule being applied inappropriately in both Coquitlam and Roberts Bank of late. This bulletin is being issued in order to clear up the apparent confusion.

The current short turn rule reads:

Coquitlam and Roberts Bank Pool Freight Conductors and Spareboard Trainpersons working other than Straight-Away and Turnaround Combination Service (ie, any “short turn”) may remain first out respective of other Conductors and Trainpersons remaining first out.

It is each Conductor’s or Trainperson’s responsibility to inform the Crew Dispatcher that they stay first out. This applies only to the first short turn if such employee were to work two or more short turns in a row. In the event that two or more short turns are involved, the arriving switch time will determine board placement.

Please note that at Coquitlam, there is a limitation of 172 miles for remaining first out. If mileage is earned in excess of this, Coquitlam employees are returned to the bottom of the board. If two or more short turns arrive at the same time the turn called first will go out first.

In May 2005 the membership voted to accept the following changes to the Short Turn Rule **in Coquitlam only**:

- 1) Any job called in turn service earning 175 chargeable miles or less.**
- 2) Any flat rated one (1) day work train not entitled to NR payment.**
- 3) Any flat rated assigned Road Switcher where rest is booked.**
- 4) Any flat rated (1) day work train where rest is booked and resulting trip is less than 175 chargeable miles.**
- 5) Any flat rated Extra Road Switcher under eight (8) hours.**
- 6) Any TCS trip that is worked by a Conductor holding the unassigned pool in Coquitlam, and called from that pool, will be considered a short turn.**

Therefore, the following are considered to be Short Turns in Coquitlam:

- 1) Any flat-rated Extra Transfer under 8 hours
- 2) Any Extra Transfer where rest is booked and chargeable miles are 175 or less
- 3) Any trip called in turn service out of Coquitlam earning chargeable miles are 175 or less (example: westbound relief, V82)
- 4) Any Roadswitcher, **CALLED IN YOUR TURN**, where rest is booked and therefore not paid the flat rate
- 5) Any flat rated one day work train **CALLED IN YOUR TURN** not entitled to NR payment of \$80
- 6) Any flat rated one day work train **CALLED IN YOUR TURN** where rest is booked and the resulting trip is 175 chargeable miles or less
- 7) Any one day work train **CALLED IN YOUR TURN** not paid under the flat rate earning 175 chargeable miles or less
- 8) Any conductor in the pool called in TCS service (including a failed TCS paid 200 miles)

The following are **NOT** considered to be Short Turns in Coquitlam:

- 1) Any flat rated Extra Transfer over 8 hours, therefore entitled to the Roadswitcher flat rate
- 2) Any Extra Transfer where rest is booked and 176 or more chargeable miles are earned
- 3) Any trip called in turn service out of Coquitlam earning chargeable miles of 176 or more
- 4) Any flat rated Roadswitcher
- 5) Any flat rated one day worktrain entitled to the \$80 NR payment
- 6) Any flat rated one day work train where rest is booked earning 176 or more chargeable miles
- 7) Any one day work train not paid under the flat rate earning 176 or more chargeable miles
- 8) Any multiple day work train
- 9) Any worktrain when called from the Unassigned Worktrain list
- 10) Any spare Trainperson called in TCS
- 11) Any trip called Spare-running (example: freight pool conductor called to spare run on a Roadswitcher may not reposition first out. Assume turn if turn is in. Position to bottom of Pool if turn is out)
- 12) Any trip called Straight Away and turned en route, earning trip to the turn point and 100 mile deadhead to home terminal
- 13) Any trip working out of Roberts Bank called from Coquitlam due to a manpower shortage in Roberts Bank earning the paid trip and Deadheads to and from Roberts Bank

The following are considered to be short turns in Roberts Bank:

- 1) Any flat rated Roadswitcher called for in your turn
- 2) Any flat rated Extra Roadswitcher
- 3) Any Roadswitcher relief
- 4) Any Roadswitcher called in your turn where rest is booked
- 5) Any one day worktrain when called **IN YOUR TURN**
- 6) Any turn out of Roberts Bank turned short of North Bend

The following are **NOT** considered to be short turns in Roberts Bank:

- 1) Any trip spare-running called out of the pool to work the assigned Roadswitcher or assigned worktrain (example: freight pool conductor called to spare run on a Roadswitcher may not reposition first out. Assume turn if turn is in. Position to bottom of Pool if turn is out)
- 2) Any TCS
- 3) Any trip called Straight Away and turned en route, earning trip to the turn point and 100 mile deadhead to home terminal
- 4) Any worktrain when called from the Unassigned Worktrain list
- 5) Any multiple day work train
- 6) Any trip working out of Coquitlam called from Roberts Bank due to a manpower shortage in Coquitlam earning the paid trip and Deadheads to and from Coquitlam

Also, please note that any conductor or trainperson repositioning first out under this rule **MUST** book a minimum 3 hours rest at both Coquitlam and Roberts Bank, as per motion passed at local Division meeting.

Please be advised that any employee found to be abusing the short turn rule may have their right to reposition first out removed.

Respectfully,

Jason Hnatiuk
Local Chair C/T
TCRC Division 320