

March 1900

CANADIAN PACIFIC RAILWAY COMPANY.

Western Division.

SCHEDULE of RATES for TRAINMEN and RULES GOVERNING THE SAME.

Passenger, - Main Line.

Crews assigned to passenger runs will be paid for 4600 miles or over as follows:-

Conductors.....	\$100.00	per month.
Baggagemen.....	60.00	" "
Brakemen.....	55.00	" "

The five crews running between Winnipeg and Fort William, and the crew between Banff and Donald to be paid \$100 per month.

Passenger, - Branch Line.

Conductors.....	\$90.00	per month.
Baggagemen.....	60.00	" "
Brakemen.....	55.00	" "

Mixed Trains.

Conductors.....	\$90.00	per month.
Baggagemen.....	60.00	" "
Brakemen.....	60.00	" "

Freight Trains.

Crews on all Freight Trains will be paid as follows:-

Conductors.....	\$2.90	per 100 miles.
Brakemen.....	2.07	" "

On and after April 1st, 1893, freight conductors to receive \$3 per 100 miles.

Eleven hours or 100 miles shall constitute a day's work in road service. Overtime after eleven hours to be paid for at schedule rates. This time to count from time bill time or the hour at which train is ordered, the time of finishing trip when Conductor registers.

Work Trains.

Crews on work trains will be paid as follows:-

Conductors.....	\$90.00	per month.
Brakemen.....	70.00	" "

Twenty-six days or the calendar working days of a month to constitute one month. Twelve hours or less to constitute a day's work. Overtime to be paid for at the same rate.

Trainmen ordered out on occasional short runs of less than one hundred miles shall be allowed one day's pay, but may be held for service to the extent of eleven hours, said hours not to run beyond mid-night.

Article 1.

Trainmen will be called as nearly as practicable in time to be on duty thirty minutes at least before leaving time of train. Callers to be furnished with a book on which is registered time train is ordered to leave, and in which trainmen will sign their names.

Article 2.

When trainmen appear for duty and are not required, they will be allowed one-fourth of a day or twenty-five miles, and will stand first out. All cases of greater delay than twenty-five miles to be settled on their merits.

Article 3.

Trainmen dead-heading on passenger trains will be paid at passenger train rates. Trainmen dead-heading on freight trains with their cabooses will be paid full rates. The first crew out will run dead-head and the second run the train; the dead-heading crew will be the first out of those crew on reaching terminal station.

Article 4.

Trainmen held off on Company's business will receive pay at their schedule rates and reasonable expenses when away from home. If attending court, witness fees to go to Company.

Article 5.

Switching at terminal and turn-around points to be paid for at twenty-five cents per hour for conductors, and seventeen cents per hour for brakemen. All work not in excess of thirty minutes to go to the Company; all over thirty minutes to be counted one hour. No switching time will be allowed except on certificate on forms 742, signed by agent at station where work is done.

Article 6.

The right to regular runs and to promotion will be governed by merit, ability and seniority. Everything being equal, the trainmen longest in the service will have preference, provided they have passed the required examinations. Freight conductors, when adapted to passenger service, will be promoted to passenger trains according to ability and age of continuous service on their respective divisions. The question of ability and adaption to be determined by Superintendent. The rating of a conductor as such will begin from the time he is first regularly given a caboose. Occasional trips in an emergency will not be counted.

Article 7.

Assistant Superintendents will so regulate the number of crews that the trainmen will make fair average wages during slack seasons.

Article 8.

In cases of breach of discipline as a general rule, parties implicated will be notified, in writing, within ten days after the occurrence of the decision arrived at. Should any trainmen or yardmen think he has been unjustly dealt with, he may send a written statement of the fact to the Assistant Superintendent, when the case will be re-investigated and a decision given within five days, and if the party interested still considers he has not received justice, he may appeal to the General Superintendent.

Article 9.

Conductors shall not be required to take out a brakeman whom they know to be incompetent more than one road trip after they have reported inability of brakeman in writing to Superintendent.

Article 10.

Freight trainmen will be run first in, first out of terminal stations.

Article 11.

Trainmen leaving the service shall be given a letter stating the time and capacity of service in which employed, said letter to be given as early as practicable after application.

Article 12.

Freight trainmen running passenger trains will be paid passenger train rates, except when the hand brakes have to be used, in which case they will be paid freight train rates.

Article 13.

When there is a grade on any section over which the regular load cannot be taken without doubling, or where the regular load sheet is exceeded by order of the train dispatcher, the mileage for doubling to be allowed, all other cases to be settled on their merits.

Article 14.

When work trains are put on, they will be given to junior conductors if the Superintendent considers them competent.

Article 15.

Time slip will be returned to conductors for correction when not honored.

Article 16.

Brakemen to be promoted to conductors under their Assistant-Superintendent as per Article No. Six.

Article 17.

* All previous schedules are void.

In effect April 1st, 1892,

W. Whyte,
General Superintendent.

Accepted for the O.R.C.

Accepted for the B. of R.F.

E. S. Clark,
S.C.C.

S. E. Wilkinson,
C.M.

W. G. Hiblock,
Chairman.

F. Garnham,
Chairman.

* Previous schedules were those made by the Company. This is the first made under agreement by both parties.

CANADIAN PACIFIC RAILWAY COMPANY.

Western Division.

Schedule of rates for Yardmen and rules governing the same.

All engine foremen and helpers employed at Fort William, Bat Portage and Winnipeg, will be paid as follows:-

Foremen.....	\$2.80 per day.
Helpers.....	2.50

Twelve hours or less to constitute a day's work. Overtime to be paid for at same rate.

In effect April 1st, 1892.

W. Whyte,

General Superintendent.

Accepted for the B. of R.T.

S. S. Wilkinson,

C.M.

F. Garnham,

Chairman.

W Wood
Co. A.M. McDonald
Sea. Property 34
Moose Low Desk

Original
Schedule
of ~~trammol~~

~~Part of Capital Canyon~~

~~Lighting Top Tower~~

~~Armed Park~~

~~Alaska Highway~~