



**CANADIAN
PACIFIC
RAILWAY**

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**REVISION TO LETTER OF UNDERSTANDING CONCERNING OPERATION OF TRAINS
BETWEEN BOSTON BAR AND COQUITLAM/THORTON YARD**

May 20, 2004

Item 8.6 of the Memorandum of Agreement Between Canadian Pacific Railway and the Teamsters Canada Rail Conference (TCRC) Concerning Pilotless Detouring is modified to allow the operation of CN trains by CP crews under the following provisions:

1. All CP grain trains destined to the North Shore may be operated between Boston Bar and Thorton Yard by CN Crews. All CN grain trains destined to the South Shore may be operated by CP crews. All CN Sulphur trains destined to PCT may be operated by CP crews. If it becomes necessary to balance the number of trains being operated by CN crews, CP Coal trains destined to the North Shore may be used. Trains will be selected by the CP and CN Bulk Coordinators on Friday of each week. Any balancing required will occur in the last week of the month. This agreement will also provide for the operation of empty trains in the reverse route. This agreement will not be expanded without concurrence of all parties
2. Scorecard will be kept and communicated to the TCRC Local Chairmen.
3. Trains will be placed on the Lineup a minimum of 24 hours prior to operation.
4. The intention is that there will be no loss of work by either CP or CN crews and the operation of trains will be kept in balance.

This agreement is entered into without prejudice or precedent by either party.

For the Company

R.G. Weir
Service Area Manager
Vancouver Service Area

For the Council

G.M. Ranson
Local Chairman
TCRC - Division 320

R.W. Hnatiuk
Chairman, Conductors and Trainmen
TCRC - Division 320