

Guide to Railway Charges for Crossing Maintenance and Construction

Effective July 1, 2005

**Rail Infrastructure Directorate
Rail and Marine Branch**

Available in multiple formats

The logo for the Government of Canada, featuring the word "Canada" in a serif font with a small red maple leaf above the letter 'a'.



Office
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Canadian
Transportation
Agency

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Services of Canada, 2005

Catalogue no: TT4-3/2005
ISBN: 0-662-69119-9

INTRODUCTION

The Canadian Transportation Agency (Agency) is a quasi-judicial administrative tribunal of the federal government created under the *Canada Transportation Act* (hereinafter the CTA). The Agency is responsible, among other duties, for resolving disputes arising between federal railway companies and other interested parties such as utility companies, road authorities and landowners.

Under section 101 of the CTA, railways, road authorities, utility companies and private landowners may negotiate agreements for any aspect of a crossing. These agreements usually include rates to be charged for work performed and specify which parties are responsible for paying for this work. Where agreements cannot be reached by the parties, the Agency, upon receiving an application, may resolve issues relating to the construction, maintenance and apportionment of costs of road and utility crossings.

A series of guides has been prepared to highlight provisions made available pursuant to the CTA legislation. This particular guide, which replaces the Schedule A Directives, has been developed to assist the railways and road authorities, utility companies and landowners, by providing a third-party assessment of rail costs and setting a consistent, nation-wide rate structure for work performed by railway companies. This guide may be used by Canadian federally-regulated railways when charging for work performed at crossings, crossing warning systems, or for any other crossing-related work either agreed to by the parties or authorized by an order of the Agency.

The rates in the attached schedules are developed from Class I railway accounting data in accordance with the principles, methods and procedures established for the costing of Class I railway operations for regulatory purposes. They have been developed to illustrate the total costs incurred by Class I railway companies for work and services performed at road crossings.

APPLICATION

Parties are encouraged to negotiate contracts which incorporate specifications, prices, time frames

and the terms and conditions of any crossing-related work. However, should the Agency order a railway company to prepare its accounts in accordance with this guide for any construction or maintenance work, or should the parties agree to make use of this guide, the rates in the attached schedules will be the rates applied. Furthermore, these rates would apply, from the effective date of this guide, to any past orders issued by the Agency or its predecessors.

It should be noted that, as indicated above, the rates in this guide are developed from Class I railway accounting data to represent total costs and therefore:

- may not accurately reflect the costs incurred by non-Class I railways; and,
- do not take into consideration any costs related to crossing maintenance and construction that are incurred by parties other than the railways.

The rates contained in this guide fall into two categories, **Scheduled Maintenance Rates** which cover routine maintenance of crossing warning systems, and the **General Billing Guidelines** which cover construction and unscheduled maintenance projects based on the actual activities performed.

SCHEDULED MAINTENANCE OF CROSSING WARNING SYSTEMS

Scheduled maintenance is the standard preventative maintenance which is intended to ensure the reliable and safe operation of a crossing warning system. The scheduled maintenance rates cover all labour, material, vehicle costs and overheads associated with ensuring the functional operation of a crossing warning system for reasons of public safety.

For the purposes of these guidelines and to better reflect the costs involved, scheduled maintenance rates have been divided into two categories: **crossing warning systems with gates (Type 1)** and **crossing warning systems without gates (Type 2)**. A breakdown of the rates to be charged for each category is contained in **Schedule A** of this document.

Scheduled Maintenance Labour Rates

The scheduled maintenance labour rates include the labour costs associated with all routine service calls and maintenance work, and scheduled testing and inspections. The labour portion of the work has been divided into two categories, work performed by signal maintainers and work

performed by track and roadway crews. The work performed by signal maintainers includes regular service calls and inspections, as well as all scheduled safety tests (i.e. weekly, monthly, 6 month, 1, 2, 4, and 8 year tests). It also includes such functions as painting and parts replacement. The work performed by track and roadway crews includes: the weekly testing for certain regions of the country, where track and roadway crews are used for this test in lieu of signal maintainers; flagging during routine maintenance; and, the replacement of insulated joints and temporary bond wires.

Weekly tests are performed on all crossing warning systems across Canada where railways operate. In some regions, these tests are performed by the signal maintainers and in some regions by the track and roadway crews. The system-wide time spent on the weekly tests has been apportioned between the two labour groups.

The scheduled maintenance labour rates are comprised of two components:

1. **A base labour rate** is calculated for both maintainers and track and roadway crews by dividing the total dollar amount paid to employees in each labour category by the total hours worked in the same labour category. The amount paid includes straight time, vacation, statutory holidays, overtime and other pay-related benefits as well as a standby charge.
2. **A labour overhead rate** to cover administrative expenses related to the maintenance of way and structures including line supervision above the level of foreman. It includes costs for general administration activities incurred in the management of the railway company such as accounting, finance, human resources, legal, management services and information systems. It also includes an employee benefit allowance to cover costs relating to the company's portion of employment insurance, pensions, health plans, and other benefits. This overhead rate is applied to the base labour rate.

Scheduled Maintenance Material Rate

The scheduled maintenance material rate covers the costs associated with the replacement of basic material items and includes paint, batteries, and light bulbs as well as any other material components replaced due to normal wear. This rate also covers any additional charges for the replacement of materials such as masts, cantilevers, gates, etc. due to normal wear.

The scheduled maintenance material rate is comprised of three components:

1. **The basic material cost** includes the total material items purchased for crossing maintenance.
2. **The material overhead rate** covers the cost of administration, supervision, purchasing, inspection, accounting, and other associated costs relating to the purchase and distribution of material items. This material overhead rate is applied to the base material cost.
3. **The electricity cost** includes the base cost of electricity supply and consumption required to maintain the operation of a crossing warning system. No material overhead has been added to the electricity costs.

Scheduled Maintenance Vehicle Costs

Vehicle costs incurred for transportation to and from each crossing are also included as part of the scheduled maintenance rates. Vehicle costs are developed using a per hour rate multiplied by the number of hours the vehicle is used for maintenance purposes.

Billing Periods

The frequency and timing of billing periods for scheduled maintenance (e.g. monthly or annually, etc.) is a matter to be negotiated between the parties involved.

No scheduled maintenance rates are to be charged for crossings having only passive warning systems such as reflectorized signboards.

GENERAL BILLING GUIDELINES

The general billing guidelines apply to all work at crossings with the exception of scheduled maintenance of crossing warning systems. Charges under the general billing directives should be billed separately from any scheduled maintenance charges and should include a full detailed description of the actual work performed and the related charges. The General Billing Guidelines include three general categories: Construction Projects, Crossing Surfaces, and Unscheduled Maintenance. The charges relating to all three categories should be calculated using the appropriate rates in Schedules B through D of this guide.

Construction-related projects which may be included under the general billing guidelines are: the

initial construction, reconstruction or upgrade of a grade crossing, including the crossing surface and/or the installation of the associated crossing warning system; the initial construction, reconstruction, or upgrade of a grade-separated crossing (no crossing warning system required) and the initial construction, reconstruction, or upgrade of a utility crossing (no crossing warning system required).

Maintenance performed by a railway company on the crossing surface of a grade crossing or on a grade separation is not included in the standard maintenance rates. As such, any costs incurred by the railway may be charged under the General Billing Guidelines.

Unlike scheduled maintenance, unscheduled maintenance refers to work performed on any crossing warning system components which is corrective in nature and is performed to restore the reliable, safe, and effective operation of crossing warning systems which are damaged due to accidents, incidents of vandalism, or unusual weather-related damage.

Labour Charges

The labour charges allowed under any general billing project should be based on the actual time worked multiplied by an hourly labour rate. For construction purposes, the labour charges are applicable to the actual on-site installation of materials. This rate is comprised of the following three components:

1. **a direct hourly wage** as specified in each employee's collective agreement.
2. **an unproductive factor** to cover allowances for vacation, statutory holidays and other types of leave. This factor is applied to the direct hourly wage.
3. **a labour overhead rate** to cover administrative expenses related to the maintenance of way and structures including line supervision above the level of foreman. It includes costs for general administration activities incurred in the management of the railway company such as accounting, finance, human resources, legal, management services, and information systems. It also includes an employee benefit allowance to cover costs relating to the company's portion of employment insurance, pensions, health plans, and other benefits. This allowance is applied to the sum of the direct hourly wage and the unproductive factor.

Schedule B of this guide outlines the appropriate unproductive factor and labour overhead rate to be applied to direct wage rates for labour costs that fall into the General Billing Guidelines.

Material Charges

Charges for any material items, including any pre-wired and/or pre-assembled components, used in unscheduled maintenance or construction work include two components:

1. the actual **purchase price** (including provincial sales tax) paid by the railway for any material item.
2. a **material overhead rate** which covers the charges associated with administration, supervision, purchasing, accounting, and other associated costs, such as utilities. It also includes in-house design and engineering work, legal issues, inspections and quality control, and customs clearance activities.

Schedule C of this guide outlines the appropriate material overhead rate to be applied to all material charges used in unscheduled maintenance and construction projects.

Contracting Equipment and Services

Charges for any service contracts such as the contracting of non-railway owned equipment, services performed by any outside parties and any freight charges related to the transportation of materials, shall be based on the actual **invoiced** contract price. A contract overhead rate can be added to the invoice to cover basic administration costs as outlined in **Schedule D, Contracting Equipment and Services**.

Rental Rates of Railway Equipment

Where railway-owned equipment is used for projects that fall under the General Billing Guidelines the Agency recommends that daily rental rates be no greater than the rates indicated in the list attached as **Schedule E, Equipment Rental Rates**.

The rental charges may include the actual time required for moving railway-owned equipment from its home base or point of storage to the project site and back again, provided the railway equipment is not being transported directly to the site of another project. If the equipment goes

directly from the site of one project to another, the latter project cannot be charged for the first movement.

The methodology to be employed is outlined in ***Schedule E, Equipment Rental Rates***.

Transportation of Equipment Charges

Transportation expenses incurred for the movement of railway-owned equipment to and from job sites may be charged except when the equipment moves directly from one project to another under its own power (excluding locomotives). Bills can include charges for the transportation of cars, cars loaded with roadway machines and other miscellaneous equipment to work sites either by rail or road. Charges for transporting equipment in work trains cover all operating and ownership costs associated with the train movement of the equipment to the work site. Bills can also include charges for work trains used for storage purposes.

Schedule D, Transportation Charges lists the allowable hourly charges (or fractions thereof) for locomotives, work trains, equipment transported in work trains, revenue trains and by road, as well as, trackage charges.

Transportation charges for the movement of railway employees to and from job sites are allowed for projects billed under the General Billing Guidelines.

Meals and Lodging

The ***Meals and Lodging*** section of ***Schedule D*** also outlines the maximum allowance for meals and lodging for railway construction employees working on a project. This allowance may be charged only when employees are entitled to it by their collective agreement.

The daily allowance is based on a minimum 8 hours of eligible work related directly to the project. When less than 8 hours of work is performed, the allowance to be paid is computed on the basis of an hourly prorate of the per diem rate. When overtime is performed, no hourly prorate of the per diem rate will be allowed. Additional allowances will not be made for any accommodation for railway employees, supplies, or any other costs in connection with meals and lodging.

SALVAGE VALUES

Proper credit is allowed for salvaged crossing warning system materials. Crossing warning system materials removed from service for re-use are to be salvaged at 60 percent of current new price, and when used again, charged out at the same percentage. Material such as relays or other apparatus which must be repaired or rebuilt shall be salvaged at 25 percent of the current new price, and when used again after being repaired, charged out at 75 percent of current new price.

INJURY OR DEATH

Payment of compensation claims for injury or death is not allowed.

DISCONTINUANCE OF RAIL OPERATIONS

The provisions of the CTA cease to apply to any crossings on a line once the operation of that line is discontinued pursuant to Division V of the CTA. Should a railway temporarily cease operations pursuant to Transport Canada Regulations, a reduced Scheduled Maintenance Rate may apply to cover the ongoing fixed maintenance costs.

RENEWAL

The Guide to Railway Charges for the Maintenance and Construction of Road Crossings will be reviewed by the Agency on an ongoing basis but the renewal of rates in this document will be carried out no later than every two years from the date of issuance.

RAILWAY CONTACTS

Canadian Pacific Railway
Non-Freight Billable Projects
Gulf Canada Square, Suite 600
401 - 9th Avenue S.W.
Calgary, Alberta
T2P 4Z4
Phone: (403) 319-3053
Fax: (403) 319-3640

Canadian National Railway
Manager Regulatory Affairs:
Phone: (514) 399-6416
Fax: (514) 399-4296

DEFINITIONS

road	includes any way or course, whether public or not, available for vehicular or pedestrian use.
road crossing	that part of a road that passes over, under or across a line of railway and includes any structure supporting or protecting that part of the road or facilitating the crossing.
crossing warning systems	an active system consisting of lights, bells and/or gates used at road/railway crossing intersections to warn the public of the presence or approach of rail traffic.
crossing surface	means the planking, pavement or other suitable material placed between the rails and to the ends of the ties for the full width of the road crossing.
maintenance	work which is required to keep an existing facility in its fully functional condition.
unusual weather-related damage	damage to crossing warning systems due to exceptional forces of nature such as lightning, high winds, extreme temperature and humidity, which are inconsistent with normally expected weather to the local geography.

AGENCY ASSISTANCE

If any party wishes to seek Agency assistance in resolving issues relating to work performed at crossings, an application must be made in writing, include all supporting information, be signed by the applicant and be sent to the Agency at the following address:

Secretary
Canadian Transportation Agency
Ottawa, Ontario K1A 0N9

If you wish to hand deliver or courier your application, please use the following address:

Secretary
Canadian Transportation Agency
15 Eddy Street
17th Floor, Mailroom
Gatineau, Quebec J8X 4B3
Fax: (819) 997-6727

In addition, a copy of the application should be sent to each other party involved.

PROCESS

In accordance with its General Rules, after receiving an application, the Agency ensures that each interested party has the opportunity to comment on the application and any disputed issues. In general, the Agency invites the other interested parties to comment within 30 days, and then allows the applicant 10 days to comment. The Agency reviews all material submitted, makes its final decision or determination, and issues the necessary decisions or orders.

The Agency must process all applications within 120 days of receiving the originating documents, unless the parties to the application agree to an extension.

Parties are encouraged to continue any negotiations even though an application may be before the Agency.

DECISIONS AND APPEALS

Any Agency decision is subject to the following conditions:

1. it is binding upon the parties and remains in effect until it is amended or rescinded; or until the line is no longer subject to Agency jurisdiction;
2. it may be reviewed by the Agency, if there are new facts or circumstances;
3. it may be appealed to the Federal Court on a matter of law or jurisdiction, within 30 days of the order or decision; and
4. it may be appealed to the Governor in Council at any time.

CONFIDENTIALITY

All documents filed with the Agency become part of the public record and may be made available for public viewing. However, in accordance with the Agency's General Rules, a claim for confidentiality can be made.

OTHER AVAILABLE DOCUMENTS

1. *Agency General Rules*
2. *Determining Net Salvage Value*
3. *Environmental Assessment Procedures*
4. *Guide to Certificates of Fitness*
5. *Guide to Private (Farm) Crossings of Railways*
6. *Guide to Apportionment of Costs of Grade Separations*
7. *Guide to Railway Crossings of Other Railways*
8. *Guide to Railway Line Construction*
9. *Guide to Railway Operation Compensation*
10. *Guide to Railway Works Cost Apportionment*
11. *Guide to Relocation of Railway Lines in Urban Areas*
12. *Guide to Road Crossings of Railways*
13. *Guide to Utility Crossings of Railways*
14. *Railway Safety Management Systems Regulations*
15. *Railway Third Party Liability Insurance Coverage Regulations*
16. *Resolving Disputes Through Mediation*
17. *The Canada Transportation Act and the Rail and Marine Transportation Branch*
18. *The Rail Infrastructure Directorate: A Guide*
19. *Transfer and Discontinuance of Railway Line Operations and Railway Track Determinations*

The above are available in alternate formats.

FOR MORE INFORMATION

For more information or copies of the above documents, please contact one of the following staff members of the Rail Infrastructure Directorate:

Director

(819) 953-0327

Manager, Approvals and Determinations

(819) 953-0365

Manager, Engineering and Environmental Services

(819) 953-2117

Fax: (819) 953-8353

Toll Free: 1-888-222-2592

TTY: 1-800-669-5575 or (819) 953-9705

For more information on the *Canada Transportation Act*, the Agency and its responsibilities, or Agency decisions and orders, you can access the Agency's Web site at www.cta.gc.ca.

SCHEDULE A

2005/2006 -STANDARD MAINTENANCE RATE			
TYPE 1 - CROSSING WARNING SYSTEMS WITH GATES			
			TOTAL ANNUAL CHARGES
WORK PERFORMED BY SIGNAL MAINTAINERS			MAINTAINER LABOUR
Annual Labour Hours	Labour Rate Note 1		
<i>a</i>	<i>b</i>	<i>c=a x b</i>	
70	\$61.50	\$	4,305.00
WORK PERFORMED BY TRACK AND ROADWAY CREWS			TRACK & ROADWAY LABOUR
Annual Labour Hours	Labour Rate Note 1		
<i>a</i>	<i>b</i>	<i>c=a x b</i>	
13	\$47.40	\$	616.20
MATERIAL EXPENSES			MATERIALS
Material Cost Note 2	Electricity Cost Note 3		
<i>a</i>	<i>b</i>	<i>c=a + b</i>	
\$844.80	\$256.50	\$	1,101.30
VEHICLE COST			VEHICLES
Rate Per Hour	Total Hours		
<i>a</i>	<i>b</i>	<i>c= a x b</i>	
\$8.50	83	\$	705.50
TOTAL ANNUAL RATE		\$	6,728.00
		@100%	
		\$	3,364.00
		@50%	
MONTHLY RATE		\$	560.66
		@100%	
		\$	280.33
		@50%	

Note 1: A **base labour rate** indexed for 2005/2006 (\$34.16 / \$26.34) is calculated by dividing the total dollar amount paid to employees in each labour category which includes straight time, vacation, statutory holidays, overtime and other paid related benefits as well as a standby charge, by the total hours worked in the same labour category. A **labour overhead rate** (80%) to cover administrative expenses and costs relating to the company's portion of employee benefits is applied to the base labour rate.

Note 2: The **basic material cost** indexed for 2005/2006 includes the total material items purchased for crossing maintenance plus a **material overhead rate** (54%) which covers the cost of administration, supervision, purchasing, inspection and accounting relating to the purchase and distribution of material items.

Note 3: No overhead has been applied to the electricity cost.

SCHEDULE A

2005/2006 -STANDARD MAINTENANCE RATE		
TYPE 2 - CROSSING WARNING SYSTEMS WITHOUT GATES		
		TOTAL ANNUAL CHARGES
WORK PERFORMED BY SIGNAL MAINTAINERS		MAINTAINER LABOUR
Annual Labour Hours	Labour Rate <i>Note 1</i>	
<i>a</i>	<i>b</i>	<i>c=a x b</i>
53	\$61.50	\$ 3,259.50
WORK PERFORMED BY TRACK AND ROADWAY CREWS		TRACK & ROADWAY LABOUR
Annual Labour Hours	Labour Rate <i>Note 1</i>	
<i>a</i>	<i>b</i>	<i>c=a x b</i>
13	\$47.40	\$ 616.20
MATERIAL EXPENSES		MATERIALS
Material Cost <i>Note 2</i>	Electricity Cost <i>Note 3</i>	
<i>a</i>	<i>b</i>	<i>c=a + b</i>
\$346.80	\$256.50	\$ 603.30
VEHICLE COST		VEHICLES
Rate Per Hour	Total Hours	
<i>a</i>	<i>b</i>	<i>c= a x b</i>
\$8.50	66	\$ 561.00
TOTAL ANNUAL RATE		
	@100%	\$ 5,040.00
	@50%	\$ 2,520.00
MONTHLY RATE		
	@100%	\$ 420.00
	@50%	\$ 210.00

Note 1: A **base labour rate** indexed for 2005/2006(\$34.16/ \$26.34) is calculated by dividing the total dollar amount paid to employees in each labour category which includes straight time, vacation, statutory holidays, overtime and other paid related benefits as well as a standby charge, by the total hours worked in the same labour category. A **labour overhead rate** (80%) to cover administrative expenses and costs relating to the company's portion of employee benefits is applied to the base labour rate.

Note 2: The **basic material cost** indexed for 2005/2006 includes the total material items purchased for crossing maintenance plus a **material overhead rate** (54%) which covers the cost of administration, supervision, purchasing, inspection and accounting relating to the purchase and distribution of material items.

Note 3: No overhead has been applied to the electricity cost.

SCHEDULE B

Cost Components to be Added to Employee's Base Wage Rate To Develop Labour Charges Applicable Under the General Billing Guidelines		
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COST COMPONENT	UNSCHEDULED MAINTENANCE	CONSTRUCTION PROJECTS
	%	%
Unproductive Factor	20	20
Overhead Rate:		
Administration	46	46
Working Capital	1	4
Associated Costs	5	5
Employee Benefit Allowance	28	28
Total Overhead Rate:	80	83

SCHEDULE C

**Cost Components of the Material Overhead Rate
to be Applied to Actual Material Costs Under the
General Billing Guidelines**

COST CATEGORY	UNSCHEDULED MAINTENANCE	CONSTRUCTION PROJECTS
	%	%
Administration	48	48
Working Capital	1	5
Associated Costs	5	5
TOTAL	54	58

SCHEDULE D

2005/2006 Miscellaneous Charges	
Meals and Lodging	
Meals and Lodging allowance	\$86.75 per person per day
Transportation Charges	
Revenue trains and hi-railers	\$0.44 per car mile for each car/vehicle serving the project (minimum 50 miles, maximum 250 miles)
Equipment transported by highway	\$0.44 per vehicle mile (minimum 50 miles, maximum 250 miles).
Work Train using one Locomotive	\$299.44 per hour for first 8 hours \$356.84 per hour for 9th and subsequent hours \$184.64 per hour per additional locomotive
Trackage Charge	\$ 23.55 per train mile
Freight Car rentals	Refer to Schedule E
Contracting Equipment and Services	
Allowance for contract overheads:	3% on amounts up to \$50,000 2% on amounts of \$50,000 up to \$100,000 1% on the excess of \$100,000

SCHEDULE E

RENTAL RATES

Billing Number	Per Diem Rental Rate \$
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Methodology to be applied to calculation of operation costs:

No overheads are to be applied to the rental rates listed below.

Rental rates do not include the costs of operating equipment. Charges for employees operating equipment, equipment supplies and fuel can be charged in addition to rental rates. These labour charges can include the appropriate statutory and other leave, and supervision and administration overheads (see above).

These rental rates apply for each day of 8 hours that the equipment actually works on a project. When more than 8 hours work is performed on any one day by the rented item, additional rental can be charged computed on the basis of an hourly prorate of the per diem rate.

1. MOTIVE POWER

(1) Road freight (diesel) per 100 HP	10100	51
(2) Road switcher (diesel) per 100 HP	10101	33
(3) Yard (diesel) per 100 PH	10201	17

2. REVENUE EQUIPMENT

(1) Caboose	20101	40
(2) Freight cars	20201	28
(3) Refrigerator cars	20301	27

3. WORK CARS

(1) Specialty		
(a) Dynamometer car	30111	421
(b) Track geometry car	30113	653
(c) Rule instruction car	30115	72
(d) Test cars		
(i) Test - Instrument car	30116	818
(ii) Test - Computer car	30118	4,099
(e) Road repair car	30119	87
(f) Rail loaders		
(i) Power car	30120	677
(ii) Threader car	30121	120
(iii) Common car	30122	78
(g) Jointed rail pick up equipment	30131	2,569
(h) Tie unloader complete with transporter car	30141	85
(i) Track inspection car	30151	14
(j) Air brake repeater car	30153	32

SCHEDULE E

RENTAL RATES

	Billing Number	Per Diem Rental Rate \$
(2) Railway		
(a) Air dumps	30212	110
(b) Rail carrying cars	30221	56
(c) Tie carrying cars	30231	38
(d) Tank cars		
(i) water	30241	35
(ii) oil	30242	21
(3) Work equipment		
(a) Rerailer hydraulic	30312	98
(b) Converted box cars tool, supply, generator, etc.	30321	12
(c) Converted passenger-cars (tools, storage, combination, etc.)	30331	34
(d) Ballast car	30332	37
(e) Flat car	30333	23
(4) Accommodation cars (white fleet)		
(a) BKD cars		
(i) 2-man (welders, machine operators)	30411	20
(ii) 4-man	30412	35
(b) Sleepers cook, foreman (Extra Gang) sleeper	30422	15
(c) Kitchen - extra gang	30431	67
(d) Kitchen - diner	30433	26
(e) Diner - extra gang	30435	16
(f) Cooler - storage (provision car)	30437	35
(g) Recreation - wash	30441	28
(h) Recreation - extra gang (foreman, gang, supervisor)	30443	0
(i) Module (fuel, water, generator, washroom)	30453	104
(j) Generator (drying room, tool gang) car	30455	13
4. AUTOMOTIVE EQUIPMENT		
(1) Transportation (of men and materials)		
(a) Automobiles	40111	27
(b) Automobiles with Hi-Rail	40112	62
(c) Buses	40121	45
(d) Passenger bus (GVW 8350)	40131	33
(e) Pick up trucks		
(i) Pick up or panel truck	40141	28
(ii) Pick up and panel with Hi-Rail	40142	44
(iii) Pick up with crew cab and Hi-Rail	40144	66
(f) Station wagon	40151	31
(g) Stake body trucks		
(i) Stake body - up to 50 ton	40161	56
(ii) Hi-Rail 5 Tons	40162	127
(iii) Hi-Rail 3 Tons	40163	223
(h) Flat deck trucks	40164	93
(i) Flat deck trucks with Hi-Rail	40165	288
(j) Truck with crew compartment		
(i) 5 ton with 12 man cab	40171	57
(ii) pick up with crew cab	40173	31

SCHEDULE E

RENTAL RATES

	Billing Number	Per Diem Rental Rate \$
(iii) 6-man crew cab and 8 foot box	40175	33
(iv) signal dept. with 4-man cab work shop	40177	39
(v) 3 ton van body	40181	42
(vi) stake body	40183	67
(k) Fuel truck	40191	87
(l) Vacuum truck	40196	463
(2) Dump trucks		
(a) Up to 5 ton capacity	40211	80
(b) Up to 12 ton capacity	40216	81
(3) Trailers		
(a) Low bed (high boy)		
(i) up to 15 ton capacity	40311	20
(ii) 16 to 30 ton capacity	40313	42
(iii) 30 to 39 ton capacity	40315	119
(iv) over 40 tons	40316	155
(b) Bunk, diner, foreman, etc.	40341	29
(c) DMotor homes	40342	66
(d) Trailer homes 10ft x 52ft	40343	77
(4) Specialty		
(a) Emergency response vehicle	40411	37
(b) Maintenance of way or B&B truck-crew cab and tool compartments	40421	80
(c) Signal dept. mobile workshop complete with hydraulic hoist, generator and crew cab	40427	56
(d) Trucks signal dept. mobile workshop	40428	137
(e) Pole line construction truck - with aerial bucket and post hole digger	40431	133
(f) Trucks pole line constr. with aerial bucket	40432	212
(g) Car dept. truck - hydraulic crane and winch	40441	72
(h) Mechanical dept. truck - road repairer with boom and winch	40444	108
(i) Road repair truck 43000 GVW winch 5 1/2 ton crane, tandem power wheels	40447	146
(j) Mobile repair trucks	40448	56
(k) Tractor - pneumatic tired with 5th wheel (trailer attachment)	40471	134
(l) Trucks tractor with Hi-ab crane	40472	262
(m) Chaser trucks		
(i) Mechanical	40482	166
(ii) Hi-Rail/crane	40483	501
(n) Railer - unimog road railer	40490	420
(5) Specialty attachments		
(a) Snow blower - tractor	40531	218
(b) Snow blower - truck		
(i) small	40536	163
(ii) larger	40541	561
(c) Caterpillar - with snow bucket	40542	457

SCHEDULE E

RENTAL RATES

	Billing Number	Per Diem Rental Rate \$
5. ROADWAY MACHINES		
(1) Rail gang oriented		
(a) Rail change-out machine (RCO)	50111	6,664
(b) Centreline marker for RCO	50112	98
(c) Tie plug inserter	50124	38
(d) Adzer	50131	57
(e) Creosote sprayer	50134	15
(f) Pre-gauger, tie drill, bronco	50137	58
(g) Vibrator unit for CWR	50141	91
(h) Rail heater (dual)	50144	90
(i) Hydraulic rail expander/puller	50147	21
(j) Track wrench	50156	13
(k) Spiking machines		
(i) spike drivers		
(A) hydraulic	50163	69
(B) mechanical	50165	33
(C) maintenancce	50167	286
(ii) spike pullers		
(A) single rail	50171	24
(B) transverse	50173	14
(C) spike pullers - dual rail	50174	67
(D) spike puller for p-811	50176	229
(l) Rail anchor/clip applicator	50181	144
(m) Rail line indicator	50182	39
(n) Rail buggies	50190	67
(2) Ballast gang oriented		
(a) Ballast distributor	50214	179
(b) Ballast plow-undertrack	50217	8
(c) Undercutter and cleaner	50221	3,600
(d) Plasser ballast undercutter cleaner	50222	3,536
(e) Track gopher	50223	538
(f) Undercutter - switch	50224	382
(g) Ballast sled-undertrack	50227	20
(h) Ballast unloader	50230	354
(i) Autosled/autoplow	50231	1,903
(j) Track skeletonizer/cribber	50236	2,001
(k) Ballast regulator - on track	50241	320
(l) Ballast regulator - broom		
(i) single	50244	38
(ii) dual (large)	50248	83
(iii) Kershaw double broom	50249	396
(m) Ballast compactor	50251	290
(n) Jacks (mechanical)	50257	34
(o) Track liner-		
(i) small	50261	126
(ii) large	50266	175
(iii) plasser high prod. track liner	50267	2,761
(p) tamper		
(i) spot	50271	145
(ii) junior		50272

SCHEDULE E

RENTAL RATES

	Billing Number	Per Diem Rental Rate \$
459		
(iii) 8 tool		50273
664		
(iv) 16 tool combo/tamper	50274	652
(v) 32 tool duomatic tamper	50275	1,172
(vi) 32 tool (CAT) tamper	50276	1,632
(vii) 16 tool (CAT) tamper	50277	1,176
(viii) 16 tool switch tamper	50278	355
(ix) spot air	50279	113
(x) tamper crib and shoulder	50280	438
(q) Winch car	50291	71
(3) Tie gang oriented		
(a) Tie bed		
(i) scarifier	50311	226
(ii) cribber	50312	81
(iii) scarifier / tie end remover	50313	157
(b) Scarifier tie inserter/tie end remover		
(i) maintenance	50321	5
(ii) light	50324	37
(iii) heavy	50327	365
(c) Tie axe/shearer/saw		
(i) maintenance	50331	102
(ii) production	50333	272
(d) Tie renewer		
(i) Tie laying machine (p-811)	50340	4,646
(ii) production	50341	45
(iii) maintenance	50344	240
(e) Tie spacer	50351	148
(f) Rail lifter	50352	21
(g) Tie crane	50366	146
(h) Tie unloading crane	50367	251
(i) Lucky tie crane rr-300	50368	868
(j) Tie plate broom	50371	141
(k) Tie extractor	50382	1,199
(l) Tie bundling car	50383	28
(4) Spreader/ditcher		
(i) Mechanical	50411	182
(ii) Hydraulic	50412	465
(5) Snow plow	50511	61
(6) Regulator snow plow	50611	436
(7) Flanger	50711	345
(8) Trackmobile	50811	266
(9) Snowmobiles	50911	7
(10) Base machine - attached brush cutter	50915	136

SCHEDULE E

RENTAL RATES

	Billing Number	Per Diem Rental Rate \$
(11) Fork lift trucks - all warehouse sizes	51011	36
(12) Station platform cleaner	51111	37
(13) Fork lift - industrial type for wharf and platform use	51211	13
(14) Trencher		
(i) back hoe attachment	51311	10
(ii) basic	51312	79
(15) Track motor car - WICKHAM	51410	288
(16) Track motor cars	51411	11
(17) Cranes - on track		
(a) Self-propelled		
(i) under 10 ton capacity	51511	117
(ii) 11 to 30 ton capacity	51514	377
(iii) 40 to 50 ton capacity	51517	733
(iv) 51 to 60 ton capacity	51518	835
(b) Crew crane with transport	51600	642
(c) Special cranes		
(i) 100 ton capacity	51611	209
(ii) 120 ton capacity	51612	250
(iii) 150 ton capacity	51613	168
(iv) 160 ton capacity	51614	260
(v) 200 ton capacity	51615	387
(vi) 250 ton capacity	51616	709
(18) Cranes - off track - self propelled		
(a) crawler		
(i) up to 1/2 cu. yd. capacity	51711	170
(ii) 5/8 to 1 yd. capacity	51713	117
(iii) 1 1/4 to 1 1/2 cu. yd. capacity	51715	260
(iv) 2 cu. yd. capacity	51717	281
(b) Truck mounted		
(i) 11 ton to 12 1/2 ton	51722	184
(ii) 13 ton to 18 ton	51723	345
(c) Pneumatic tired complete with 3/4 cu. yd. shovel	51731	155
(d) Mobile		
(i) 50 and 60 ton capacity	51741	432
(ii) 75 ton capacity	51745	547
(iii) 100 ton capacity	51746	875
(iv) 125 ton capacity and over	51747	1,638
(19) Cranes - attachments		
(a) Clamshell buckets		
(i) 1/4 to 1 1/4 cu. yd. capacity	51821	13
(ii) 1 1/2 to 2 cu. yd. capacity	51826	34
(b) Dragline 1/2 to 1 1/4 cu. yd. capacity	51831	50
(c) Rock grapple 2 to 4 ton capacity	51841	16
(d) Snow plow	51862	20

SCHEDULE E

RENTAL RATES

	Billing Number	Per Diem Rental Rate \$
(e) Crane snowblower	51863	113
(f) Folding lead (pile)	51871	104
(g) Pile drivers - hammers - diesel up to 15,000 foot lbs/blow	51873	51
(h) Electric magnets - all sizes	51881	15
(20) Attachment misc.	51911	16
(21) Tractors		
(a) Crawler type		
(i) drawbar H.P. 25-39	52011	191
(ii) drawbar H.P. 40-59	52012	45
(iii) drawbar H.P. 60-124	52013	85
(iv) drawbar H.P. 125-224	52014	60
(b) Farm type - pneumatic tired		
(i) drawbar H.P. up to 50 H.P.	52021	65
(ii) drawbar H.P. 71 to 175	52023	38
(c) On/off track utility crane (Speedswing, Atlas etc.)	52031	366
(d) Wreckdozer	52041	715
(22) Tractor attachments		
Farm type - pneumatic tires		
(a) backhoe	52121	21
(b) front end loader	52123	7
(c) mowers - weed and grass	52124	33
(23) Scrapers - carry all, self loading capacity		
(a) Heavy duty (over 110H.P.)	52216	153
(b) Graders	52217	302
(c) Gradall	52218	686
(24) Front end loaders		
(a) Less than 3 cubic yards	52311	70
(b) 5 cubic yards	52314	208
(c) 7 cubic yards	52316	642
(d) Scrap loaders	52317	149
(25) Generators - diesel		
(a) 15 K.W. output	52412	15
(b) 16 to 25 K.W. output	52413	21
(c) 26 to 50 K.W. output	52414	39
(d) 51 to 75 K.W. output	52415	44
(26) Welders		
(a) Diesel electric		
(i) 200 to 300 amp	52511	16
(ii) 301 to 400 amp	52512	20
(iii) over 400 amp	52513	42
(b) Gas electric		
(i) up to 300 amp	52521	7
(ii) 301 to 500 amp	52522	21

SCHEDULE E

RENTAL RATES

	Billing Number	Per Diem Rental Rate \$
(c) Welder cwr - flashbutt machine automatic	52523	1,517
(27) Compressors - air - diesel		
(a) Wheel mounted, rubber tired		
(i) 81 to 125 C.F.M.	52612	15
(ii) 176 to 210 C.F.M.	52614	42
(iii) 281 to 300 C.F.M.	52616	63
(iv) over 300 C.F.M.	52617	79
(b) Wheel mounted - rail (over 210 C.F.M.)	20622	26
(c) Skid mounted (175 to 210 C.F.M.)	52631	23
(d) Tractor mounted (up to 125 C.F.M.)	52641	14
(28) Compressor - air - gas (Wheel mounted, rubber tired)		
(a) up to 80 C.F.M.	52711	6
(b) 81 to 125 C.F.M.	52712	15
(29) Concrete mixers - 6 cu. ft. and over portable	52812	8
(30) Spayers	53011	6
(31) Saws		
(a) Brushcutter	53121	395
(b) On track mower	53122	51
(c) Rail		
(i) portable blade (reciprocal type)	53151	5
(ii) wheel mounted - abrasive	53161	68
(32) Drills		
(a) Rock	53231	38
(b) Wagon	53241	83
(33) Grinders - rail		
(a) Surface rail		53331
7		
(b) Slotter	53356	5
(34) Miscellaneous		
(a) Generator, steam, portable	53413	16
(b) Grouter - all types, sizes	53418	15
(c) Hammers - large jack hammer	53424	16
(d) Loading ramp	53436	5
(e) Pavement rollers up to 5 tons	53441	15
(f) Flaw detectors - thermite weld	53461	8
(g) Thermite weld shearer	53477	15
(h) Tower - light - portable	53481	13
(i) Loaders		
(i) Conveyor type	53498	225
(ii) Material scrap	53499	36
(j) Water blast cleaners	53500	49
(k) Steam generators - portable steam boilers	53501	26
(l) Bridge lifting assembly	53502	26