

**MEALS IN FREIGHT SERVICE PROTOCOL APPLICABLE TO TRAIN AND
ENGINE CREWS**

1. When a request for a meal break en route is made by one member of a Train or Engine Crew, that request will be considered to have been made on behalf of all members of the Train or Engine Crew.
2. Members of a Train or Engine Crew requiring a meal break will give notification of intention to apply at the O/S time or within 30” of ordered time, whichever is earlier.
3. Members of a Train or Engine Crew will apply for a meal break by giving one hour’s notice between the 3rd and 6th hour of duty.
4. Members of a Train or Engine Crew not exercising an application for a meal break as per Items 2 & 3 above will be considered to have forfeited the right to a meal break for that trip.
5. In most circumstances, members of a Train or Engine Crew will not be required to have a meal break prior to having been less than four hours on duty, subject to operational requirements that make it necessary to take a meal break during the first four hours.
6. The railway considers that it is reasonable to stop the train for a maximum of 30: to eat.
7. Members of a Train or Engine Crew will not be permitted to leave the property to have meals at a restaurant except in extenuating circumstances approved by a Railway Supervisor. Locomotives have facilities installed to prepare meals.
8. The Railway will make every effort to ensure that the location of the meal break once granted and identified will not be changed, however circumstances may arise which may cause the location to be changed.
9. Applications for meal breaks will be answered between 15 and 30 minutes of application, whenever practicable.
10. The Union and the Railway will issue instructions to those concerned regarding this understanding.
11. Disputes in respect of denial of requests to eat en route will first be referred to a three person committee (1 member from the Railway and a representative of the Unions concerned) for review and resolution. Failing resolution at this level, disputes will be referred to a third party for final and binding resolution.

This existing protocol covering Locomotive Engineers has been revised and re-written on March 30, 2004 to include UTU Locals 1778 & 1923.

Signed at North Vancouver, BC.

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UTU Locals 1778 & 1923

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