



Canadian
Transportation
Agency

Office
des transports
du Canada

Guide to Railway Charges for Crossing Maintenance and Construction

Effective July 1, 2009

**Industry Determinations and Analysis Directorate
Industry Regulation and Determinations Branch**



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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 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 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.

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

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 (e.g. weekly, monthly, 3 month, 6 month, 1, 2, 4, 8 and 10 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 is 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.

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 surface maintenance, 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 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 is added to the invoice to cover basic administration costs as outlined in **Schedule D, Contracting Equipment and Services**.

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 hourly charges (or fractions thereof) allowable in the absence of a third party bill, 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.

In cases where the actual labour hours relating to the railway transportation function are known, the charges may be calculated using the rates in **Schedule B**, as follows:

1. A **direct 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 **transportation labour overhead rate** to cover administrative expenses related to the operations of the railway and rail communications systems. 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.

In cases where the materials used relating to the railway transportation function are known, charges may be calculated using the rates in **Schedule C** as follows:

1. The **actual purchase price** (including provincial sales tax) paid by the railway for any material item.
2. A **transportation material overhead rate** which covers the charges associated with administration, supervision, purchasing, storage, accounting, legal matters, inspections and quality control, customs clearance activities and other associated costs, such as utilities.

Meals and Lodging

Meals and Lodging expenses for railway employees working on a project under the General Billing Guidelines may be charged for employees that are entitled to such allowances in their collective agreements. The allowable charges are those that are specifically identified in each employee's collective agreement.

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, Railway Owned 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, Railway Owned Equipment Rental Rates***.

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 Company

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 Company

Manager Legislative Affairs:
953 de La Gauchetiere Street West
Montreal, Quebec
H3B 2M9

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 at the same time the application is filed with the Agency.

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 answer within 30 days, and then allows the applicant 10 days to reply. The Agency reviews all material submitted, makes its final decision or determination, and issues the necessary decisions or orders.

The Agency strives to deal with all of its cases within 120 days. However, the Agency may take more than 120 days to issue a decision due to the complexity or the particular circumstances of a case.

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:

- 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;
- it may be reviewed by the Agency, if there are new facts or circumstances (section 32, CTA);
- it may be appealed to the Federal Court on a matter of law or jurisdiction within one month of the date of the order or decision (section 41, CTA); and
- it may be appealed to the Governor in Council at any time (section 42, CTA).

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

- *Canadian Transportation Agency General Rules*
- *Determining Net Salvage Value*
- *Environmental Assessment Procedures*
- *Guide to Certificates of Fitness*
- *Guide to Private (Farm) Crossings of Railways*
- *Guide to Apportionment of Costs of Grade Separations*
- *Guide to Railway Crossings of Other Railways*
- *Guide to Railway Line Construction*
- *Guide to Railway Operation Compensation*
- *Guide to Railway Works Cost Apportionment*
- *Guide to Relocation of Railway Lines in Urban Areas*
- *Guide to Road Crossings of Railways*
- *Guide to Utility Crossings of Railways*
- *Railway Safety Management Systems Regulations*
- *Railway Third Party Liability Insurance Coverage Regulations*
- *Resolving Disputes Through Mediation*
- *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 Agency staff members:

Director, Industry Determinations and Analysis Directorate (819) 997-4914

Manager, Economic and Cost Analysis Division (819) 953-9903

Manager, Engineering and Rail Complaints Division (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 - TYPE 1

2009/2010 -STANDARD MAINTENANCE RATES TYPE 1 - CROSSING WARNING SYSTEMS WITH GATES		
		TOTAL ANNUAL CHARGES
WORK PERFORMED BY SIGNAL MAINTAINERS		
Annual	Labour Rate	MAINTAINER LABOUR
Labour Hours	Note 1	
<i>a</i>	<i>b</i>	$c=a \times b$
70	\$67.58	\$ 4,727.15
WORK PERFORMED BY TRACK AND ROADWAY CREWS		
		TRACK & ROADWAY LABOUR
Annual	Labour Rate	
Labour Hours	Note 1	
<i>a</i>	<i>b</i>	$c=a \times b$
13	\$50.40	\$ 655.00
MATERIAL EXPENSES		
Material Cost	Electricity Cost	MATERIALS
Note 2	Note 3	
<i>a</i>	<i>b</i>	$c=a + b$
\$866.25	\$264.50	\$ 1,130.75
VEHICLE COST		
Rate Per Hour	Total Hours	VEHICLES
<i>a</i>	<i>b</i>	$c= a \times b$
\$11.74	83	\$ 974.00
TOTAL ANNUAL RATE	@ 100%	\$ 7,489.90
	@ 50%	\$ 3,744.95
MONTHLY RATE	@ 100%	\$ 624.20
	@50%	\$ 312.10

Note 1: The Labour Rate is calculated by adding a **labour overhead rate** of 75% to a **base labour rate** indexed for 2009/2010.
 Note 2 : The Material Cost is calculated by adding a **material overhead rate** of 51% to the 2009/2010 **basic material cost**.
 Note 3 : No overhead has been applied to the electricity cost.

SCHEDULE A - TYPE 2

2009/2010 - STANDARD MAINTENANCE RATES TYPE 2 - CROSSING WARNING SYSTEMS WITHOUT GATES		
		TOTAL ANNUAL CHARGES
WORK PERFORMED BY SIGNAL MAINTAINERS		
Annual	Labour Rate	MAINTAINER LABOUR
Labour Hours	Note 1	
<i>a</i>	<i>b</i>	$c = a \times b$
54	\$67.58	\$ 3,649.35
WORK PERFORMED BY TRACK AND ROADWAY CREWS		
		TRACK & ROADWAY LABOUR
Annual	Labour Rate	
Labour Hours	Note 1	
<i>a</i>	<i>b</i>	$c = a \times b$
13	\$50.40	\$ 655.00
MATERIAL EXPENSES		
Material Cost	Electricity Cost	MATERIALS
Note 2	Note 3	
<i>a</i>	<i>b</i>	$c = a + b$
463.20	\$264.50	\$ 727.70
VEHICLE COST		
Rate Per Hour	Total Hours	VEHICLES
<i>a</i>	<i>b</i>	$c = a \times b$
\$11.74	67	\$ 786.75
TOTAL ANNUAL RATE	@ 100%	\$ 5,821.80
	@ 50%	\$ 2,910.90
MONTHLY RATE	@ 100%	\$ 485.20
	@ 50%	\$ 242.60

Note 1: The Labour Rate is calculated by adding a **labour overhead rate** of 75% to a **base labour rate** indexed for 2009/2010.

Note 2: The Material Cost is calculated by adding a **material overhead rate** of 51% to the 2009/2010 **basic material cost**.

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**

COST COMPONENT	UNSCHEDULED MAINTENANCE	CONSTRUCTION PROJECTS	TRANSPORTATION
	%	%	%
Unproductive Factor (Note 1)	15	15	15
Overhead Rate:			
Administration	38	38	30
Working Capital	1	5	5
Associated Costs	8	8	8
Employee Benefit Allowance	28	28	28
Total Overhead Rate:	75	79	71

Note 1: When charging for work performed by signal maintainers, engineers or conductors, an extra allowance of 15% may be added to the unproductive factor as allowed pursuant to their collective agreements.

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	TRANSPORTATION
	%	%	%
Administration	42	42	32
Working Capital	1	4	4
Associated Costs	8	8	6
TOTAL	51	54	42

SCHEDULE D

2009-2010 Miscellaneous Charges	
Meals and Lodging	
Meals and Lodging allowance	as per each employee's collective agreement
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	\$437.26 per hour for first 8 hours \$516.12 per hour for 9th and subsequent hours
Trackage Charge	\$279.52 per hour per additional locomotive \$ 24.72 per train mile
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

2009/2010 RAILWAY OWNED EQUIPMENT RENTAL RATES

Billing Codes		Description of Equipment	Per Diem Cost CDN \$
RAIL GANG ORIENTED			
101	3GJ	TIE ADZER, SELF-PROPELLED	136
191	3GH	CRIBBER/ADZER	555
010	3FH	ANCHOR SQUEEZER	69
011	3GE	ANCHOR APPLICATOR	358
	3GF	CLIP APPLICATOR	385
012		ANCHOR REMOVER, DUAL	417
013	3FG	ANCHOR SPREADER, DUAL	157
712		ANCHOR CRIBBER	61
719		PLUCKER, PLATE/DUAL	173
619		PLUCKER, PLATE/SINGLE	134
819		PLUCKER,SPIKE	222
	3GB	SPIKE PULLER - SINGLE RAIL	22
015		PLATE PRE-GAUGER	17
108	3GL	TIE PLUGGER - CHEMICAL	401
919		SPIKE RECLAIMER (Used on Tie and Rail)	245
008	3FF	SPIKE PULLER DUAL RAIL	249
099		SPIKER,DUAL/GAUGER	556
009	3FE	SPIKE DRIVER - MULTI - DUAL	474
	3AA	BOLTED RAIL PICK UP	639
017		RAIL HEATER	142
077		RAIL HEATER,TUG	244
	3GC	CONTINUOUS WELDER RAIL (CWR) HEATER	421
303		LARGE RAIL SAW	131

SCHEDULE E

2009/2010 RAILWAY OWNED EQUIPMENT RENTAL RATES

Billing Codes		Description of Equipment	Per Diem Cost CDN \$
BALLAST GANG ORIENTED:			
211	3DA	BALLAST REGULATOR	391
404		SNOW/SWITCH CLEANER	111
214		BALLAST BROOM	196
215	3AC	UNDERCUTTER	3,854
212	3GI	BALLAST CRIBBER	96
208		POWER JACK/SLEWER	36
913	3EB	SUPER GOPHER (Super GO-4S)	1,534
201		TAMPER	315
	3CF	TAMPER - SPOT/JUNIOR	377
202		TAMPER, SURFACE	105
206		TAMPER, SWITCH/SURFACE/LINE	938
	3CD	TAMPER - CAT 16 TOOL	1,126
	3CX	TAMPER - CAT 32 TOOL	1,781
204	3CE	TAMPER - SWITCH	124
205	3CC	TAMPER - UNIMAT SWITCH 32 TOOL	1,027
3CA	3CK	TAMPER - MARK III/ IV PRODUCTION COMBO	864
TIE GANG ORIENTED			
102	3FC	TIE CRANE	262
105	3FL	TIE DRILL	148
710	3FB	TIE INSERTER/EXTRACTOR - LIGHT	127
110	3FA	TIE INSERTER/EXTRACTOR - PRODUCTION	532
014	3FI	RAIL LIFTER	207

SCHEDULE E

2009/2010 RAILWAY OWNED EQUIPMENT RENTAL RATES

Billing Codes		Description of Equipment	Per Diem Cost CDN \$
914	3FM	TIE PLATE BROOM	114
106		TIE SPACER	66
577		MATERIAL HANDLER, CARTOP LUCKY	775
507	3FD	MATERIAL HANDLER, CARTOP JIMBO	495
103	3FK	SCARIFIER	155
320		STABILIZER, TRACK, S/F	394
220	3EA	STABILIZER, TRACK	733
POWER GENERATORS			
814		LIGHT, PORTABLE C/W GENERATOR	14
CRANES			
502		CRAWLER CRANE	234
	5AC	ROUGH TERRAIN CRANE	231
503	5AE	RAIL MOUNTED CRANE <20 TON	310
512		LOCOMOTIVE CRANE - 30 TON CAP	342
	5AA	LOCOMOTIVE CRANE - 40 TON	684
501	5AD	WHEEL MOUNTED RUBBER TIRE CRANE	237
510	5AB	SPEEDSWING CRANE	307
550		SPEEDSWING CRANE - 360 DEGREE	363
ROADWAY MACHINES			
505		BULLDOZER	364
508	4AG	GRADALL/EXCAVATOR	262
608	4AH	ROAD GRADER (MOTOR)	172
506	4AA	LOADER < 3 YARD	179
	4AB	LOADER 3 YARD	335

SCHEDULE E

2009/2010 RAILWAY OWNED EQUIPMENT RENTAL RATES

Billing Codes	Description of Equipment	Per Diem Cost CDN \$
4AC	LOADER 5 YARD	322
4AD	LOADER 7 YARD	501
511	BACKHOE/LOADER	85
ON-TRACK MACHINES		
019	ON TRACK MATERIAL (OTM) LOADER	189
601 6BB	CAR MOVER, BRANDT	426
700	MOTOR CAR	40
BRUSH CUTTERS / MOWERS:		
311 3HB	OFF TRACK BRUSHCUTTER	346
301 3HA	ON TRACK BRUSHCUTTER	539
305 3HC	ON TRACK MOWER	425
SNOW REMOVAL / CLEANERS		
401	BLOWER, SNOW/JET/SKID	186
3DC	COLD AIR SNOW BLOWER	330
3DB	JET SNOW BLOWER	455
406	PLATFORM CLEANER	117
WELDERS		
904	RAIL MOUNTED WELDER	15
3AG	FLASH BUTT WELDER	1,702
VEHICLES		
	LIGHT DUTY TRUCK - LEASED	75
	LIGHT DUTY TRUCK- OWNED	61
	LIGHT DUTY TRUCK - HIRAIL	83
	1.0 TON TRUCK- HIRAIL - LEASED	137
	1.0 TON TRUCK- HIRAIL - OWNED	86

SCHEDULE E

2009/2010 RAILWAY OWNED EQUIPMENT RENTAL RATES

Billing Codes	Description of Equipment	Per Diem Cost CDN \$
	1.5 TON TRUCK	95
	1.5 TON TRUCK- HIRAIL	126
	3.0 TON TRUCK	75
	3.0 TON TRUCK - HIRAIL	149
	5.0 TON TRUCK	99
	5.0 TON TRUCK - HIRAIL	167
	10 TON TRUCK	158
	10 TON TRUCK - HIRAIL - LEASED	468
	10 TON TRUCK - HIRAIL - OWNED	302
	BUSES/VANS	45
	CARS	47

Methodology to be applied to calculation of operation costs:

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

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.

