



Canadian
Transportation
Agency

Office
des transports
du Canada

Guide to Railway Charges for Crossing Maintenance and Construction 2012

Effective July 1, 2012

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



Making Transportation Efficient and Accessible for All

This document and other Canadian Transportation Agency publications are available on our Web site at **www.cta.gc.ca**.

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Rates in the 2012 Guide remain unchanged from 2011, as the Agency is currently performing a full review of the data and methodologies used in developing the Guide, in full cooperation with the railway companies. The Agency is committed to ensuring that the rates presented in the Guide represent the best available estimates of system average costs for crossing maintenance and construction. The next update to the Guide will include the new rates incorporating updated data and the revised methodologies.

Introduction

The Canadian Transportation Agency is a leading federal government quasi-judicial administrative tribunal and economic regulator. The Agency is highly respected for its fairness and balance, and significantly contributes to making the country's transportation system more competitive, efficient and accessible. 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 *Canada Transportation Act* (CTA), railway companies, 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.

This Guide has been developed to assist the railway companies, road authorities, utility companies and landowners, by providing a third-party assessment of rail costs and setting consistent, nation-wide schedules and guidelines for work performed by railway companies. This guide may be used by Canadian federally-regulated railway companies 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;
- rates;
- time frames; and
- the terms and conditions of any crossing-related work.

In the event of a dispute, the Agency will assess the merits of the case and determine whether this Guide applies. Furthermore, these rates may apply, from the effective date of this guide, to any past orders issued by the Agency's 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 railway companies; and
- do not take into consideration any costs related to crossing maintenance and construction that are incurred by parties other than the railway companies.

The rates contained in this guide fall into two categories,

1. **Scheduled Maintenance Rates** which cover routine maintenance of crossing warning systems, and
2. **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 this guide 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.

This section addresses:

- Scheduled Maintenance Labour Rates;
- Scheduled Maintenance Material Rates;
- Scheduled Maintenance Vehicle Costs; and
- Billing Periods.

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 railway companies 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) 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 company 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.

This section outlines the general billing as they pertain to:

- Labour Charges;
- Material Charges;
- Contracting Equipment Services;
- Transportation of Equipment Charges;
- Meals and Lodging; and
- Rental Rates of Railway Equipment.

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 applicable sales tax) paid by the railway company 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 company-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 company-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 of them) 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 company 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:

- the **actual purchase price** (including applicable sales tax) paid by the railway for any material item.
- 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 company 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 company-owned equipment is used for projects that fall under the General Billing Guidelines it is recommended 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 should 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 should 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 company 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 Gauchetière Street West
Montréal, 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, Québec
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.

Other Available Documents

- [Apportionment of Costs of Grade Separations](#)
- [Canadian Transportation Agency General Rules](#)
- [Determining Net Salvage Value](#)
- [Environmental Assessment Procedures](#)
- [Guide to Certificates of Fitness](#)
- [Mediation Publications and Forms](#)
- [Railway Crossings \(Road, Utility, Private, and Cost Apportionment\)](#)
- [Railway Crossings of Other Railways](#)
- [Railway Line Construction](#)
- [Railway Operation Compensation](#)
- [Railway Safety Management Systems Regulations](#)
- [Railway Third Party Liability Insurance Coverage Regulations](#)
- [Relocation of Railway Lines in Urban Areas](#)
- [Transfer and Discontinuance of Railway Line Operations and Railway Track Determinations](#)

The above are available in multiple formats.

For more information

Canadian Transportation Agency
Ottawa, Ontario K1A 0N9
Telephone: 1-888-222-2592
TTY: 1-800-669-5575
Facsimile: 819-997-6727
E-mail: info@otc-cta.gc.ca
Web site: www.cta.gc.ca

Schedule A – Type 1

Crossing Warning Systems with Gates

2012/2013 – Standard Maintenance Rates Labour Costs

	Annual Labour Hours	Annual Labour Rate ¹	Labour Costs ²
Work Performed by Signal Maintainers	73.4	\$68.58	\$5,032.44
Work Performed by Track and Roadway Crew	13	\$51.40	\$668.15

Note 1: The Labour Rate is calculated by adding a labour overhead rate of 69% to a base labour rate indexed for 2012/2013.

Note 2: The Labour Costs are calculated by multiplying the labour hours for each category by that categories labour rate.

2012/2013 – Standard Maintenance Rates: Material and Electricity Costs

Material Cost ¹	Electricity Cost ²	Total Materials
\$1,023.71	\$237.32	\$1,261.03

Note 1: The Material Cost is calculated by adding a material overhead rate of 47% to the 2012/2013 basic material cost.

Note 2: No overhead has been applied to the electricity cost.

Note 3: Total Materials is a sum of the Material Cost and the Electricity Cost.

2012/2013 – Standard Maintenance Rates: Vehicle Costs

Vehicle Rate Per Hour	Total Annual Hours	TOTAL VEHICLES ¹
\$12.10	86.4	\$1,045.11

Note 1: Total Vehicles is calculated by multiplying the Total Annual Hours by the Vehicle Rate Per Hour.

2012/2013 – Standard Maintenance Rates: All Costs

Signal Maintainers Labour Costs	\$5,032.44
Track and Roadway Crew Labour Costs	\$668.15
Total Materials	\$1,261.03
Total Vehicles	\$1,045.11
Total Annual Rate	\$8,006.72
50% of Total Annual Rate	\$4,003.36

Monthly Rate²	\$667.23
50% of Monthly Rate	\$333.61

Note 1: The Total Annual Rate is the sum of the Labour, Material, and Vehicle Costs.

Note 2: The Monthly Rate is the Total Annual Rate divided by 12.

Schedule A – Type 2

Crossing Warning Systems Without Gates

2012/2013 – Standard Maintenance Rates Labour Costs

	Annual Labour Hours	Annual Labour Rate¹	Labour Costs²
Work Performed by Signal Maintainers	56.4	\$68.58	\$3,865.52
Work Performed by Track and Roadway Crew	13	\$51.40	\$668.15

Note 1: The Labour Rate is calculated by adding a labour overhead rate of 69% to a base labour rate indexed for 2012/2013.

Note 2: The Labour Costs are calculated by multiplying the labour hours for each category by that categories labour rate.

2012/2013 – Standard Maintenance Rates: Material and Electricity Costs

Material Cost¹	Electricity Cost²	Total Materials
\$568.06	\$237.32	\$805.38

Note 1: The Material Cost is calculated by adding a material overhead rate of 47% to the 2012/2013 basic material cost.

Note 2: No overhead has been applied to the electricity cost.

Note 3: Total Materials is a sum of the Material Cost and the Electricity Cost.

2012/2013 – Standard Maintenance Rates: Vehicle Costs

Vehicle Rate Per Hour	Total Annual Hours	Total Vehicles
\$12.10	69.4	\$839.24

Note 1: Total Vehicles is calculated by multiplying the Total Annual Hours by the Vehicle Rate Per Hour.

2012/2013 – Standard Maintenance Rates: All Costs

Signal Maintainers Labour Costs	\$3,865.52
Track and Roadway Crew Labour Costs	\$668.15
Total Materials	\$805.38
Total Vehicles	\$839.24
Total Annual Rate¹	\$6,178.29
50% of Total Annual Rate	\$3,089.15
Monthly Rate²	\$514.86
50% of Monthly Rate	\$257.43

Note 1: The Total Annual Rate is the sum of the Labour, Material, and Vehicle costs.

Note 2: The Monthly Rate is the Total Annual Rate divided by 12.

Schedule B

Cost Components to be added to Employee's Base Wage Rate to Develop Labour Charges Under the General Billing Guidelines

Cost Component	Unscheduled Maintenance (%)	Construction Projects (%)	Transportation (%)
Unproductive Factor¹	15	15	15
Overhead Rate:			
Administration	33	33	29
Working Capital	1	4	4
Associated Costs	10	10	11
Employee Benefit Allowance	25	25	24
Total Overhead Rate	69	72	68

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 Component	Unscheduled Maintenance (%)	Construction Projects (%)	Transportation (%)
Administration	35	35	31
Working Capital	1	4	4
Associated Costs	11	11	5
TOTAL	47	50	40

Schedule D:

2012-2013 Miscellaneous Charges

Meals and Lodging: Meals and Lodging allowance as per each employee's collective agreement.

Transportation Charges	Per Unit Rate
Revenue trains and hi-railers	\$0.45 per car mile for each car/vehicle serving the project (minimum 50 miles, maximum 250 miles).
Equipment transported by highway	\$0.45 per vehicle mile (minimum 50 miles, maximum 250 miles).
Work Train using one Locomotive	\$421.55 per hour for first 8 hours.
	\$517.00 per hour for 9th and subsequent hours.
	\$257.00 per hour per additional locomotive.
Trackage Charge	\$26.05 per train mile.
Contracting Equipment and Services	Per Unit Rate
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

2011/2012 Railway Owned Equipment Rental Rates

Classification	CP billing code	CN billing code	Description	\$ per day
Rail Gang Oriented	101	3GJ	Tie Adzer, Self-Propelled	140
	191	3GH	Cribber/Adzer	570
	010	3FH	Anchor Squeezer	70
	011	3GE	Anchor Applicator	368
		3GF	Clip Applicator	395
	012		Anchor Remover, Dual	427
	013	3FG	Anchor Spreader, Dual	161
		712	Anchor Cribber	63
	719		Plucker, Plate/Dual	178
	619		Plucker, Plate/Single	138
	819		Plucker,Spike	228
		3GB	Spike Puller – Single Rail	23
	015		Plate Pre-Gauger	17
	108	3GL	Tie Plugger – Chemical	412
	919		Spike Reclaimer (Used On Tie And Rail)	252
	008	3FF	Spike Puller Dual Rail	256
	099		Spiker,Dual/Gauger	570
	009	3FE	Spike Driver – Multi – Dual	487
		3AA	Bolted Rail Pick Up	657
	017		Rail Heater	146
	077		Rail Heater,Tug	250
		3GC	Continuous Welder Rail (CWR) Heater	433
	303		Large Rail Saw	135

Classification	CP billing code	CN billing code	Description	\$ per day
Ballast Gang Oriented:	211	3DA	Ballast Regulator	402
	404		Snow/Switch Cleaner	114
	214		Ballast Broom	201
	215	3AC	Undercutter	3,962
	212	3GI	Ballast Cribber	99
	208		Power Jack/Slewer	37
	913	3EB	Super Gopher (Super Go-4s)	1,577
	201		Tamper	323
		3CF	Tamper – Spot/Junior	387
	202		Tamper, Surface	108
	206		Tamper, Switch/Surface/Line	965
		3CD	Tamper – Cat 16 Tool	1,158
		3CX	Tamper – Cat 32 Tool	1,831
	204	3CE	Tamper – Switch	128
	205	3CC	Tamper – Unimat Switch 32 Tool	1,056
	3CA	3CK	Tamper – Mark III/ IV Production Combo	888
Tie Gang Oriented	102	3FC	Tie Crane	269
	105	3FL	Tie Drill	153
	710	3FB	Tie Inserter/Extractor – Light	131
	110	3FA	Tie Inserter/Extractor – Production	547
	014	3FI	Rail Lifter	213
	914	3FM	Tie Plate Broom	117
	106		Tie Spacer	68
	577		Material Handler, Cartop Lucky	797
	507	3FD	Material Handler, Cartop Jimbo	509

Classification	CP billing code	CN billing code	Description	\$ per day
	103	3FK	Scarifier	159
	320		Stabilizer, Track, S/F	405
	220	3EA	Stabilizer, Track	753
Power Generators	814		Light, Portable C/W Generator	14
Cranes	502		Crawler Crane	241
		5AC	Rough Terrain Crane	238
	503	5AE	Rail Mounted Crane <20 Ton	318
	512		Locomotive Crane – 30 Ton Cap	351
		5AA	Locomotive Crane – 40 Ton	703
	501	5AD	Wheel Mounted Rubber Tire Crane	243
	510	5AB	Speedswing Crane	316
	550		Speedswing Crane – 360 Degree	373
Roadway Machines	505		Bulldozer	374
	508	4AG	Gradall/Excavator	269
	608	4AH	Road Grader (Motor)	177
	506	4AA	Loader < 3 Yard	184
		4AB	Loader 3 Yard	344
		4AC	Loader 5 Yard	331
		4AD	Loader 7 Yard	515
	511		Backhoe/Loader	87
On-Track Machines	019		On Track Material (OTM) Loader	194
	601	6BB	Car Mover, Brandt	438
	700		Motor Car	41
Brush Cutters / Mowers:	311	3HB	Off Track Brushcutter	356
	301	3HA	On Track Brushcutter	554

Classification	CP billing code	CN billing code	Description	\$ per day
	305	3HC	On Track Mower	437
Snow Removal / Cleaners	401		Blower, Snow/Jet/Skid	191
		3DC	Cold Air Snow Blower	339
		3DB	Jet Snow Blower	468
	406		Platform Cleaner	120
Welders	904		Rail Mounted Welder	15
		3AG	Flash Butt Welder	1,750
Vehicles			Light Duty Truck – Leased	77
			Light Duty Truck- Owned	63
			Light Duty Truck – Hirail	85
			1.0 Ton Truck – Hirail – Leased	141
			1.0 Ton Truck – Hirail – Owned	88
			1.5 Ton Truck	98
			1.5 Ton Truck – Hirail	130
			3.0 Ton Truck	78
			3.0 Ton Truck – Hirail	154
			5.0 Ton Truck	102
			5.0 Ton Truck – Hirail	172
			10 Ton Truck	162
			10 Ton Truck – Hirail – Leased	480
			10 Ton Truck – Hirail – Owned	311
			Buses/Vans	47
			Cars	49

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.