

Meeting Minutes DRAFT

System Locomotive Cab Committee

October 08 2009
"Conference Call"

Members Attending:

Mark Hamel, TCRC, (Engineman East)
Bill Pitts, TCRC, (Trainman West)
Dave Colasimone, TCRC, (Trainman East)
George Seiller, TCRC, (Engineman West)

Dave Meyler, GM Technical Support, MS
Tyler Kerr, Mechanical Systems Engineer, MS

Guests:

Devan Corrigan, Labour Relations Officer
Bob Goulet, Dir. Locomotive & EOT MGMT.
Norbert Denzer, St. Paul Road Mgr. (US SLCC)

Meeting was chaired by Dave Meyler

General:

The purpose of the meeting was to discuss and review a series of recent issues brought forward by TCRC members.

Cab Cleanliness:

- The overall condition & upkeep of the cab (including toilet compartment) was discussed. Cab cleaning guidelines exist in DL-73-3 Cab Maintenance & Cleaning. There are 4 levels of servicing, each with specific requirements:
 - Type A – Full Service in shops
 - Type B – Full Service at Dispatch
 - Type C – Mobile Servicing
 - Type D – Run through service

Action: Cab Committee seeks the Locations where Type A, B applies. Remind facilities to ensure the DL is being followed. Update as required

- Dust & Dirt
Noted that the seats are dirty, and dust can be observed coming from the HVAC system ducts when running. TCRC request the locations of Vacuums used to clean seats. Also concern of air duct at back of Cab very dusty and dirty where heat and AC enters Cab from engine room. Do these get cleaned and how frequently?

Action: Determine if there are HVAC filters which need to be replaced regularly. Investigate and report back.

Rattles & Drafts:

- Diagnostic Indicator Display (DID) Panel
The spring latch used to secure the panel door was noted as being poorly designed. The panel consistently rattles when the loco is in operation, and allows a draft from the High Voltage Cabinet (HVC) to enter the cab. This draft tends to be directed on the back of

the engineer's neck. It should be noted that this issue has not been well documented in SAP.

Action: Discuss possible resolutions with GE. I.e. Alternate latch or bolting door closed.

- Control Stand / Desks
The control stand / desk is being “wedged” tight with various items including spikes, tie plugs, and cardboard in an attempt to reduce the rattles. This was discussed as not being an “approved” practice, but acknowledged as being done to reduce the distractions. Control Stands / Desks should not be rattling especially on newer units.
Action: Discuss with GE proper vibration control methods / design deficiencies.
- Hot Plate
The older style “coil” hot plates rattle excessively, and were to be replaced (when B/O) with a newer style “solid plate” type. It was observed at Alyth that there was a significant supply of new “coil” type hot plates in stock.
Action: Discuss with Sourcing
- Throttle & Reverser Handles Rattle Excessively.
Recommended that a rubber ring be installed to isolate the vibrations. It was noted that the Throttle & Reverser panel was a standard component, and not likely to be modified by the manufacturer.
- Camera mounts too close to the windshield and rattler against the glass.
Noted that the rattle has since been significantly reduced or eliminated.

Ergonomics Issues

- Location of the radio handset and auto brake handle on the 8700, 8800, etc... (Modernized Control Stand) is difficult to reach as it is placed further back.
Action: investigate possible relocation of radio cradle
- Height of door entrance on 8700, 8800, etc (9700's less than 6 feet in height)
The door was reported as being shorter than what is on a typical AC4400???
Action: Investigate door height
- Shorter engineers have difficulties adjusting the seat close enough to the control console, leading to back strain. GE should have designed the cab to fit a 95 percentile person.
- Seats Inc. Seat Evaluation has been completed, and a final report was issued to Dave M. June 2009. Engineer comments were few and far between. Both negative and positive comments were received. The seat on many occasions appeared to have difficulties maintaining air, and therefore proper height. It was discovered that this was a result of an incorrectly set or B/O seat regulator (set 20 psi or more below spec). This issue was addressed with GE.

Objection was raised when it was noted that the seat as tested does not fully recline (only 145 degrees). Seats Inc does manufacture a “sleeper” seat that allows for an additional 19 degrees of movement. (Base of the seat tilts back).

Action: Look into testing the “Sleeper” seat from Seats Inc.

- Arm Rests on 8800s are not padded... The hard plastic trim creates a pressure point during longer trips.
Action: Investigate, and report back.

Safety

- Urine found in Kettles
Operating Bulletin No. 094 was issued Aug 31, 2009 to the Northern Service Area informing employees that an individual placed urine in the kettle on board 2 locomotives. The act was stated as being unacceptable, but was only communicated to a small area to prevent possible “copy-cat” occurrences elsewhere. Microwaves were discussed as a possible replacement to the existing kettles. Comments were brought forward that microwaves bring their own set of obstacles.
Action: Investigate Microwaves as a potential replacement. Look into power requirements, and availability in the cab along with cost. (No commitments were made regarding moving forward at this time.)
- Air Quality
 - Air Res air exhausting in the cab. All units “should” have been upgraded to exhaust below the cab floor; however there appear to have been a few units that have not. Unit number will be required for those units that have not been upgraded. Are main reservoirs being drained regularly?
Action: Schedule upgrade when units are reported. Dave to inquire if reservoirs are being purged in Montreal example 8228
 - Dusty Vents.
Action: Investigate HVAC Filter Requirements
- Entrance Doors smashing fingers – It was advised that all AC units have had door latch modified, additional handgrabs, warning decals and warning strips applied .
Action: received as information, no further action required
- SOO & SD40-2 Windshields & Wipers
Glass has been reported as being pitted, causing distorting views especially at night. Windshield wipers do not always contact the windshield... aux spring suggested to provide more pressure on the glass. Locomotives with pitted windows are to be reported to Diesel Doctor. Also dirt incased between double panes of glass. Requested the glass be replaced.
Action: Investigate, and report back
- GE Locomotives have dirt entrapped between double glazing (picture provided)
Action: Investigate and report back
- Indicator Icons on Smart Display Screens (SDIS)
 - Crossing Bell Indicator – when illuminated, indicates the bell is sounding. Noted as being a good piece of information to have, as the bell can be difficult to hear when the windows are closed. Only appears to be on Evo Series Locomotives
 - Head light / Ditch light reminder Indicator – illuminates to remind the engineer to turn on the Lights when speeds exceed 20MPH. Noted as being a good item to have, but only noticed on Evo Series Locomotives, however some negative responses to this feature as at night very distracting and flashing very bright, hard on eyes!
 - Air Gage Bar Graphs – beeps at marked psi values when pressure fluctuates. Describes as “annoying”, and requested the feature be eliminated if possible.

Action: Investigate which units have the above discussed indicators. Investigate ability to upgrade all units... software upgrade?

- Overhead Console Access Panels on 9500s. The panel housing the voice radio, and Locotrol IV head unit noted as being very heavy, and could potentially create a hazard if it came loose. Locking primary safety hook of some sort suggested.
Action: Investigated, and report back, M. Hamel To provide photos

Best Cab Leading

- Noted that the “best cab” is not always leading. Particularly in the Windsor to Montreal corridor . Has been brought up in prior meetings of Cab Committee and is still abused frequently
Action: Communicate with facilities that the “best cab” should be used as lead when practicable. Account Loco cameras and fuel conservation.

Radio Update

- All existing voice radios will be replaced with Narrow Band radios. Target date is June 2010.
- The current Canadian Railroad VHF Spectrum is between 160.1700 and 161.5800 MHz. Currently a channel is 25 kHz wide. Narrowband Technology will essentially reduce the bandwidth of each channel to 12.5 kHz, allowing for more channels within the same space. Current technology allows for voice signals to be carried on narrowband channels with out any distortion. (Communications should sound the same as now.) Voice radio communication will remain on the VHF Spectrum. (Locotrol is on the UHF Spectrum.)
- Narrow Band Technology will become mandatory in the United States as of Jan 1st, 2013 as per US FCC regulations. Industry Canada has provided similar mandates, but fails to provide concrete dates and requirements at this time.
- Digital Trunking radios are being utilized in the Vancouver Service Area. This also serves as a method to allow for more channels within the same band-width Possible issue with delays, lag time and echoing; Dave, George or Bill to report back
- Concerns from previous meeting [2008] of Radios which will not ring up RTC or transmit emergency call when other employee transmitting or will cut off dialing up if transmission initiated by other party. Radios in question are GE -12R series II. Was to have been addressed is still a problem.

UP Units with Non Compliant Seats

- The CP standard is to equip units with cloth upholstered seats in the locomotive cabs. The UP standard is vinyl upholstery.... Standing agreements exists regarding Locomotive Cab Seating. Seat covers have been offered / provided to crews operating UP Power.

History behind the woven fabric seating requirement was explained and it was questioned by Mr. Meyler whether the requirement still exists given that all new units come equipped with air conditions.

Response: TCRC members want it noted that they object to the use of Non Compliant UP leaders and presently there is no agreement in place. The continued use of these units contradicts guidelines agreed to by this committee. Any opinions as to being required if air conditioners are supplied is irrelevant since the requirement is included

within collective agreement and board orders which are being violated. The Cab Committee can not negotiate Collective Agreement issues that will be handled at the General Chairman's level.

Fuel Trip Optimizer Update / Discussion

- GE's Fuel Trip Optimizer (FTO) Software can be viewed as performing a similar function as "cruise control" in an automobile. FTO has been tested on the Shuswap, Swift Current, and Huron Bay subdivisions. The results have indicated significant fuel savings can be achieved through use of the technology. A risk assessment has also been completed
- The FTO software determines the optimal speed to provide the best fuel consumption given the grade of track at each point. The location of the train is provided via satellite.
- The FTO software does NOT relieve the locomotive engineer of any responsibility. FTO does not have the ability to interpret signals, slow orders, or other conditions which may warrant a slower speed.
- CP recently signed an agreement with GE to purchase and install FTO software on 200 Evo Series Locomotives (CP 8700 – CP 8899) Units will have a green "FTO Equipped" tag displayed on the Console above the screen, or gage light dimmer.
- Concerns were raised regarding personal views on Cruise Control Systems. Some never use the technology, stating it allows operators to become complacent. (Personal Automotive Scenario Provided.)
- Concerns were raised regarding the level of Union Involvement. . TCRC requests copy of risk assessment completed.
Action: TCRC concerned with roll out and initial union involvement, Devan Corrigan to contact General Chairs as to the unions involvement in the FTO program.

Crew Kits & H1N1

- Contents of the existing packaged crew kit were discussed. Changed should be made to provide a better kit that still contains the necessities, but is packaged in a more environmentally responsible matter.
- To help prevent the spread of germs, viruses, and the flu (H1N1), disinfectant / antibacterial wipes should be provided as part of, or separate from the crew kit.
Action: Sourcing to provide samples of the "new" kit (to be issued to members for review.)
- Should various items such as "wet naps" be available as a separate item? Reduced waste if just one item is required. Suggested that any crew packs hung up in the locomotives be in clear plastic see through bags to avoid accidental waste.

Action: Ongoing, H1N1 needs to be addressed ASAP

Drinking Water

- Water bottles – Observed that the safety seal on the "newer" bottle caps provides little resistance to indicate a fresh (not previously used) bottle.
Response: Investigated with SSG, details below. Item closed

Correspondence with SSG provided the following information regarding the changes to the water bottle caps...

The manufacture of our water is Ice River and they made the change to a new lid for the following reasons.

1. Cap is made using HDPE plastic as opposed to polypropylene. Much easier plastic to recycle

2. Cap is clear. There are no dyes added to the cap for color. Better for the environment
3. Cap has less plastic (0.9 grams per cap) thus less plastic going into the environment.
4. The design of cap has allowed us to reduce the amount of plastic in the bottle by approx. 1 gram. Less plastic in the environment.
5. The new cap is much more tamper evident than the old cap. The tolerances do not allow the cap to move on the bottle unless the tamper evident band has been broken. The old cap has much more movement that allowed the bottle to leak without breaking the tamper evident band.

In short, this is the direction the bottling industry is moving towards.

Miscellaneous

- Crew Alarmer Volume – reported as being either too loud, or not loud enough **Action:** Investigate factory set volume level, and look into the availability of a volume control. (TC / FRA regulations)
- Locomotive Storage – At the present time, approximately 370 road, and 73 yard units are parked. These parked units include both EMD and GE. All of the 9100s are currently out of service
Action: Committee to be provided with a list of locomotives that are in storage.
- Committee to be updated on the SOO phase out and 9100 series
Response: Currently CP has AC, SD60 and SD90MAcs ties up account reduced demand. When demand increases AC units will be first to be returned, followed by SD60 and then SD90MAcs(9100). No further plans at this time
- Conductors Side Voice Radio Speaker – Often not working. Are all units equipped with this feature?
Action: Investigate, and report back.
- Reporting Issues – Issues are not necessarily being reported, or at least communicated to the correct parties. With GE now controlling the Diesel Doc Desk, who should comment regarding cab defect be reported to? Defect information is required to build a proper case when issuing a major defect notice / deficiency claim to GE. TCRC conveyed that the members are fed up with reporting defect account noting is done after, suggested a response action similar to the H&S issue reporting. The committee, both TCRC, and Mechanical Services can only discuss and address the issues that are known.
Action: Up for further discussion. Investigate with G.E. about a email format for reporting.
- Recycling Program – Availability of “blue boxes” for recyclable waste? Could each unit be equipped with a small blue box?
Action: Inquire with Saskatoon and the plastic bottle program? Committee feels that recycling is important wave of the future.
- SLCC terms of reference, although out-dated, will be made available.
Action: Terms of reference were provided.

- Discussed TIBS and Com loss on long trains , possible issue with the connection of antennae
Action: follow up and provide update on investigation into antenna inspection
- TCRC members have asked company to provide copy of the risk assessment for the operations of 12,000' trains
Action: request should be forwarded from the General Chairs to company
- TCRC members were asked for input on possible locations for the Battery Jog Switch
Action: TCRC advised that should to be located away from knee area.