

Message

From: Rocque, Stephen [Stephen.Rocque@ottawa.ca]
Sent: 8/7/2019 10:56:00 AM
To: Dorj, Rashid [rashid.dorj@ottawa.ca]; Holder, Richard [Richard.Holder@ottawa.ca]
CC: Freedman, Robert [Robert.Freedman@ottawa.ca]; Johnston, Peter [peter.johnston@ottawa.ca]; 'Thomas, Harrell' [Harrell.Thomas@stvinc.com]; thomas.fodor@parsons.com
Subject: RE: Trial Running - August 7 - Guideway Maintenance Observations & Week #1 feedback

Rashid

Thanks for this daily report and the week 31 email updates

INFO LOCATION

I have filed Rashid's and Tom's reports here in the City S DRIVE by the Day#

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Richard

There are some significant issues being raised by Tom and Rashid over the last week of Trial Running

How is this being communicated to the TRRT ?

What are your plans & recommendations going forward?

Stephen Rocque P.Eng. CPIM

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From: Dorj, Rashid <rashid.dorj@ottawa.ca>

Sent: Wednesday, August 07, 2019 8:18 AM

To: Rocque, Stephen <Stephen.Rocque@ottawa.ca>

Cc: Freedman, Robert <Robert.Freedman@ottawa.ca>; Johnston, Peter <peter.johnston@ottawa.ca>; 'Thomas, Harrell' <Harrell.Thomas@stvinc.com>; thomas.fodor@parsons.com; Holder, Richard <Richard.Holder@ottawa.ca>; Pieters, Matt <Matt.Pieters@ottawa.ca>

Subject: Trial Running - August 7 - Guideway Maintenance Observations & Week #1 feedback

Hello Steve,

Please find attached today's Guideway Maintenance Observations.

After seven shifts, I have the following feedback / observations:

- SAFETY: The techs appear to be following correct radio protocol, are always equipped with proper PPE and have a good understanding of TOPs. The current procedures / training in place appear to be adequate, especially that the majority are new to railroading.
- PLANNED ACTIVITIES: There is a discrepancy between the planned activities (RTM planned maintenance activities spreadsheet) and Alstom's SES system. There are numerous instances that the planned activities are only partially being followed. Many instances that the planned activities are not on the list. No corrective maintenance work on the list. Even the planned maintenance activities are too aggressive for the current staff.
- INSPECTION SHEETS: Alstom Techs are not filling up any inspection sheets on the mainline. Rather they seem to compile deficiencies in their SES system (tablets). I'll leave it at your discretion to determine if that is acceptable during trial Running as I am not familiar with the PA language. But during Revenue Service, if a periodic inspection cannot be completed (say monthly turnout inspection), then the track is unsafe for transporting passengers;
- STAFFING: RTM is understaffed for all disciplines (Guideway, Signal&Coms, and Power) as they are not able to follow through with the planned maintenance activities or even corrective maintenance. There is also a discrepancy between the number of staff expected to be present (from their monthly schedule) and those actually showing up for work. I am in no way indicating that the staff are not working hard enough to address issues. The staff are professional and showed an eagerness in tackling as many problems as possible. There's just too many issues to address for the number of staff present;
- EQUIPMENT / TOOLS: RTM's Guideway techs are not equipped / tooled sufficiently. For instance, there is only one GT pickup truck and it does not include a powerpack or even angle grinders (these are as essential to a track maintainer as are hammers / drills to a carpenter). This would prevent them from performing typical track maintenance such as touching up frog profiles or tamping hanging ties.

Regards,
Rashid