

February 24<sup>th</sup> / 2011

**Montreal OC - Line Up Accuracy Meetings Feb 21<sup>st</sup> to Feb 23<sup>rd</sup> 2011**

John Gill - CTD SE

Mathieu Lafontaine – CTD SE

Bruce Hiller – Vice General Chairman - UTU

**Identified issues impacting SOSA & MSA line ups.**

**Windsor**

**Issue** - Trains arriving from the NS, times are rarely confirmed causing line up discrepancies in Windsor and London.

**Action** - NEUS CTD will have to ensure that inbound times are kept current and as accurate as possible.

Mtl OC Supt. - R. Mclellan to review process and ensure consistency with Minneapolis Supt.

**Time Line** - March 18th .

**Toronto**

**Ethanol Trains**

**Trains 643/642 – 666/667**

**Issue** - Trains are scheduled for 1000 mile mechanical inspections - current dwell does not reflect actual time requirements.

**Action - Recommendation** to Product design team that the inward dwell at Toronto should be set at three to four hours. The outbound dwell set to one hour.

**Mtl CTDS - J Gill / M Lafontaine to pursue with D Whalen – Product Design**

**Time Line** - March 4<sup>th</sup>

## **Trains - 140/142**

**Issue** - Trains have dwell built into their schedule for work at Obico and West Toronto. When trains do not work at these locations the outbound line up time at Toronto will advance by two to three hours.

**Action** - Toronto SIO (MYPM) will have to update dwell times when trains are not scheduled to work. Dwell will have to be removed as soon as it is known that there is no lift.

**MTL Supt.** - R. Mclellan to pursue with Tor Supt. M Oliphant

**Time Line** - March 7<sup>th</sup> / 2011

## **Montreal Trains**

**Issue** – west bound trains 141 & 113 advancing at Smiths Falls.

**Action** - 141 dwell at Hochelaga is currently set at five hours – Dwell will have to be reduced to reflect actual dwell time. Dwell has also been inputted in the profile for work at Lachine for 141. The MTL SIO will have to remove the dwell when there is no planned lift.

113 – Dwell at Lachine is currently set at 4 hours. JCG/ML will review actual times prior to pursuing any changes.

**MTL Supt.** R. Mclellan / CTD J Gill & M, Lafontaine to pursue with Mtl Supt B. Serena,

**Time Line** – March 7<sup>th</sup> /2011

## **Mactier Sub**

**Issue** – South bound trains 114 & 112 run times and dwell at Vaughan do not reflect actual times. Trains are constantly being pushed back at Toronto

**Action** - Review & update profile information with Product design and ensure that times reflect reality.

**Mtl CTDS** - J Gill / M Lafontaine to pursue with D Whalen – Product Design

**Time Line** - March 11<sup>th</sup>

### **TCS vs. TCA**

**Issue** - Bruce raised the issue of the voicing of TCSs. What was pointed out was regardless of the TCS status i.e. planned or ordered, the crews could not tell the difference in status when listening to the VRU.

**Action** – determine if CB2 fields can be modified to allow changes to the initial TCS profile to voice as a TCA.. -

M. Brown has confirmed Feb 24<sup>th</sup> that CB2 can not handle TCS profile swaps without cancelling and readding the profile. – The recommended resolve for this issue is that when it is known that a TCS will be ordered it will be added as a TCA, all others will be added as a TCS.

**Mtl CTDS** - J Gill to pursue with Myles Brown - **completed Feb 24<sup>th</sup>/2011**

### **Recrews**

**Issue** - Bruce Hiller requested that recrews be voiced for a minimum six hours on the line up.

**Action** - In instances when it is known that trains will be staged online recrews will be voiced as requested.

In all other instances the OC can not commit to voicing for six hours due to residual impacts; i.e. delayed power, IOP schedule, customer commitments.

**Resolve** - J Gill/B Hiller - agreed to disagree on the issue of “all other instances”

### **Updating Inbound train times**

**MOC RTCs** - will be reminded daily by the CTD that all trains operating on their territories must have inbound times current when trains are delayed enroute.

This reminder will be carried on all MOC Service Area Plans (SOP) issued to the RTCs.

**Positive Impact** – current times will be captured by the NMC LM who can in turn plan power distribution on a real time basis. Which in turn will improve line up accuracy.