

Message

From: GORMAN Dean [dean.gorman@alstomgroup.com]
Sent: 6/14/2019 7:35:36 AM
To: FRANCE Richard [richard.france@alstomgroup.com]
CC: BULPITT Justin [justin.bulpitt@alstomgroup.com]; LAMY Damien [damien.lamy@alstomgroup.com]
Subject: Infra - What we can do
Attachments: OJT_6 June 2019.xlsx

Richard,

Guide way

Highlighted in yellow are the items we can start doing corrective on starting on the 24th of June for the track works.

OCS

For the overhead catenary we were supposed to have some Alstom SME from Algeria in town last week and the power team was going to get some instruction on those [REDACTED] RTM/OLRT failed to provide us any hands on training on the OCS system so we decided to bring our own people in to ensure the Power techs were properly taught these issues. Once our techs get some real hands on we can do all the things listed in red.

TPSS

We have asked for almost a 8 months to shadow OLRTs power team to see what they are doing in the TPSS. That has never happened. Our Power techs received a decent bit of training on the TPSS from Siemens but we have had no info from OLRT on what the procedures for rack in/out or anything specific to how the TPSS is being operated. For the TPSS we can do the preventive maintenance but any corrective will require our techs to created their own procedures.

CBTC

Our Sigs/Comms and power team got some basic theory from THALES on how the CBTC system is supposed to work but we didn't get any hands on at all. So, RTM has hired thales to provide that hands on training that is going well. Anything we hve completed on the attached sheet is stuff we can do. Once we get through this sheet we can do everything on it. Training completion is based on THALES getting the site access from OLRT.

TVS

We got some really good classroom training on the PLC and how the TVS works so we and do the preventive up to 1 year, but we don't have a single document on what the programming should be on those PLCs. If one went down we have the skills to ID faults/and reset the system, but we know what options should be in there.

COMMS

Since Dec of 2018 OLRT has told us they will instruct us on their network management suite and allow us to watch them do their fault finding and system configuration. That has never happened. This issue has gone up to EXCO because even though OLRT says that the ATS and CTS networks are 100% good we have never seen it. If you read the daily reports you see that there are several issues every night with the comms systems.

Summary.....We have been asking to be out there for at least a year.We have asked to shadow OLRT techs just so we can pick up how everything is being done. We get out there and we start asking A LOT of questions because what we see is not as per our drawing/info and when we ask why....we don't get the answers. We then don't get invited out to either watch what work is going on or what test are being ran..

Dean.

From: GORMAN Dean
Sent: Tuesday, May 14, 2019 9:37 AM
To: BULPITT Justin
Cc: BAXTER Mike -EXT; LAMY Damien
Subject: As requested

Justin,
Trial running support

Track works.

1. We will begin our preventive schedule and will be able to carry out the following corrective issues. Once the GT have the JHA process completed. Which should take 14 days to create along with training and validation processes.
 - A. Clamp the switches they're disturb
 - B. Adjust the long throw rod and the short throw rod
 - C. Adjust the long control rod and the short control rod
 - D. Burrs on the frogs to grind
 - E. Fix pendrol clip if missing
 - F. Tight bolts on switch point area, frogs area, restraining rail
2. Any issues larger than this such as heaving, contaminated ballasts, broken rail, resetting of track geometry can't be done by Alstom at this time and it is best done by OLRT.

Over Head Catenary System

1. We will begin our preventive schedule for the OCS once trial running begins. Alstom will also be able to carry out these small corrective issues. The same preparedness time frame as listed above applies.

- a. Bonding and grounding Cables (Poles and track) - adjustment and replacement
- b. Pole foundation - Remove excess of ballast
- c. Jumpers - adjustment and replacement
- d. Steady arm - adjustment and replacement
- e. DC surge arrester - replacement
- f. Earthing Clamp (Rigid Rail) - adjustment and replacement
- g. Double insulator (Rigid Rail) - adjustment and replacement
- h. Jumper (Rigid Rail) - adjustment and replacement

2. Any issues larger than this such as dropper or parafile replacement, adjusting of balance weight/turn buckles or any major issues such as cantilever repairs/replacement can't be done by Alstom at this

TPSS

We will begin our preventive maintenance, but if there is anything outside the preventive OLRT should deal with the issue. Our PT will shadow OLRT's crew but we have not had much access to the TPSS to observe any corrective issues.

Communication System

We just received a very large amount of information concerning the systems which the engineers are beginning to review. While we were also just given access to observe the network management system we have not had any instruction or real time to learn anything on how the system works. At present we can't do much other than accompany the OLRT team that respond to calls and learn as much as we can.

Drainage/Sump Pumps

We can do the preventive which is visual checks and if the pump fails all we can do is check that power is functioning. Even during trial running if a pump fails we would have to get a sub in to replace the pump and to drain and clean any blockage.

Damien/Mike

Please confirm we have gotten the GT and PT trained for all the above and that we have all the equipment, tools and consumables to carry out these small corrective matters. If there is any training on vehicles, tools etc, make it a priority and let's create a schedule to close the gaps to ensure our people are able to do these works. This is the priority....

Dean Gorman

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