

**LOCOMOTIVE CAB WORKING CONDITIONS WORKING GROUP
PROGRESS REPORT: MAY 20, 2000-SEPTEMBER 14, 2000**

Meetings:

The Locomotive Cab Working Conditions Working Group met on July 13-14, 2000 in Chicago, Illinois to review activities of the Noise Task Force and move forward with final recommendations for a hearing conservation program regulation to be presented to the full RSAC.

Actions:

1. Noise: Revise Existing Cab Noise Limits to Consider Current OSHA Standard, Specifically Hearing Conservation Provisions. Evaluate Engineering Controls.

Tentative consensus has been reached on the majority of issues discussed. The Working Group discussed previous efforts of the Noise Task Force and in review of open issues, the Working Group committed to complete the work required to bring closure on the open topics of Administrative Controls and Noise Monitoring Programs. The Working Group will meet again October 10-13 and November 15-17 to recommendations for the a package to be presented to the full RSAC.

2. Sanitary Facilities: Research comparable workplace requirements in an effort to develop minimum acceptable regulations, guidelines, or standards as appropriate for locomotive cab environment.

FRA is presently in the process of modifying the draft regulatory text to reflect the consensus of the Working Group for presentation to the full RSAC.

General Principles:

Each lead locomotive in use must be equipped with a private, ventilated sanitation compartment that includes a sanitary, operative toilet facility; washing and toilet paper supplies; and a trash receptacle.

Any locomotive equipped with a toilet facility as of the effective date of the rule must retain that facility, unless the locomotive is downgraded to a 'slug' that would never be occupied

Any locomotive manufactured after the effective date of the rule must be equipped with a sanitation compartment that is accessible from the cab, unless the unit is designed exclusively for commuter or switching service

Exceptions for Certain Uses and Facilities:

The lead locomotive in use may be not equipped with a sanitation compartment if it is used in switching, commuter, transfer train, or tourist service, or is owned by a class III railroad and cab employees are provided ready access to sanitation facilities that meet the requirements of the rule

Locomotives of a Class I carrier equipped with a 'Bogan' type toilet may remain in use until they become defective or are replaced with conforming units, whichever occurs first

Locomotives of a Class I carrier equipped with a 'dry hopper' system may remain in use until they are replaced, which must occur by July 1, 2003.

Servicing:

As of the Daily inspection, the toilet facility must be operative and sanitary, and the ventilation must be operative if the locomotive is to be used in the lead position

Nonconforming units may be used in trailing position, or in switching or transfer train service; however, if used switching or transfer train service, the units must be repaired within 10 days; all occupied units must be sanitary

Issues/Discussion Underway to Complete the Final Document

Clarity within the document regarding the definitions of 'sanitary' and 'unsanitary' including expected perceptions of a reasonable person regarding unsanitary conditions; clarity within the document regarding odors or exposure to chemical fumes.

Clarity within the document regarding expectations of sanitary conditions at the daily inspection including an exception for use of a temporarily noncompliant locomotive on an outlying branch line location—given that certain conditions agreed upon by the Working Group are met.

3. Vibration: FRA, in conjunction with all segments of the rail industry, is requested to pursue a research program to encompass the following:

No action taken as yet and no new action planned.

4. Temperature: Revise FRA rule on minimum cab temperature, while addressing development of an upper temperature limit.

The issue was not discussed during the July Working Group meeting.

5. Ergonomics: Review data to consider cab ergonomics impact on safety through reducing the likelihood of operator error, improving response time, and other safety-related benefits.

No action planned for the October and November 2000 Working Group Meetings.