

The use of GE Locomotive jump seats for deadheading crews

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Source: Laura Reaume - Chairperson - Provincial Legislative Board of Ontario

Sisters and Brothers,

We have received a response from Keith Shearer, GM Regulatory and Operating Practices on the issue of the use of GE Locomotive jump seats for deadheading crews.

Vice-Chairperson Timothy Organ provided to the company a detailed review of the use of jump seats ([please find attached](#)) and attended a Ergonomic Assessment on March 3, 2016 on behalf of the TCRC PLB.

The following was Mr. Shearer's response to Mr. Organ in an email dated Friday April 29th, 2016.

"Mr. Organ,

I would like to thank you for providing the TCRC's comments on the use of GE Locomotive jump seats for deadheading crews.

While CP will not agree with all aspects of what was put forward in your response, I think we can find common ground on a viewpoint that, from a comfort perspective, the jump seat is not ideally suited for regular, ongoing use for the purpose of deadheading crews. Management has carefully considered the input received from the TCRC, the ergonomist report as well as various employee comments. CP does not agree that there is a safety issue with the seat itself, but it is evident that the design characteristics of the seat make it less than ideal for prolonged and repeated use. Accordingly, we have decided to cease the practice of intermittently deadheading crews in a lead locomotive where such practice would require use of the jump seat. CP will continue to utilize the jump seat, as it has for many years, for the purposes of accommodating a fourth crew member for the purposes of training, evaluation, etc.

This will be discussed at the upcoming Cross Functional Committee meeting in May."

Brothers and Sisters - it is evident that after reviewing the research and the information provided from the Ergonomic Assessment that CP has decided "to cease the practice of intermittently deadheading crews in a lead locomotive where such practice would require use of the jump seat. CP will continue to utilize the jump seat, as it has for many years, for the purposes of accommodating a fourth crew member for the purposes of training, evaluation, etc."

I wish to thank the members who worked so hard on this issue. This is a major development in this case and it would not have come about without all of your hard work. We especially thank Brother Tim Organ who provided his expertise in writing the review and attending the Ergonomic Assessment and providing input.

Keep up the great work! And spread the word to your members. We need to let them know how solidarity can improve all of our members working lives.

Laura Reaume
Chairperson
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Teamsters Canada Rail Conference

