

Medicine Hat Cross-Functional Health & Safety Committee

November 22, 2018



Issued



Agenda:

Call to Order

Attendance/Confirm Quorum

Introduce guests Review of agenda

Review minutes of previous meeting/errors/omissions

Motion to accept previous minutes

Review local stats and identify any possible trends

Review previous month's incidents discussing the cause and recommended corrective actions

Safety Framework Activity Review

SOFA/Planned Peer Observation Review Workplace/Customer Inspection Review

Safety Hazard Report Review

Old Business New Business

Miscellaneous/Comments

Confirm minutes and closing comments Set next meeting Date/Time/Location

Meeting Called to Order by: Patrick Nahmiash

Quorum: Majority of the membership is present, and at least 50% are unionized. Yes (7 members 5 unionized)

Errors / Omissions Last Month's Minutes: NIL

Motion to Accept Minutes as Submitted / Amended: Thomas Stehr/Vicki Martin



Committee Members:

Name: Email:		none umber:	Department:	Committee Position:	# of Meetings	H&S s: Traine	Present ed: at Meeting:
Gary Delaney	gary_delaney@cpr.ca	403-308-1915	Mgr, T&E	Co-Chair	4	Yes	No
Kyle Leafloor	kyle_leafloor@cpr.ca	403-803-8849	Mgr, T&E	Alternate Co-chair	4	Yes	Yes
Patrick Nahmiash	patrick_nahmiash@cpr.ca	403-458-1825	T&E, Engrs	Co-Chair	8	Yes	Yes
Thomas Stehr	thomas_stehr@cpr.ca	403-979-1107	T&E, Cndrs	Alternate Co-chair	7	Yes	Yes
Darren Burzminski	darren_burzminski@cpr.ca	403-548-1212	T&E, Engrs	Member	4	Yes	No
Jason E Ross	jasone_ross@cpr.ca	403-581-0752	Mechanical Union	Member	2	Yes	No
Terry Maser	terry_maser@cpr.ca	403-581-0912	Eng. Track Structure	Member	4	Yes	Yes
Miles Heit	miles_heit@cpr.ca	403-548-4970	Eng. Track Structure	Member	3	Yes	No
Colton Wogrinc	colton_wogrinc@cpr.ca	403-548-4970	Eng. Track Structure	Member	1	No	No
Chris Sokolowski	chris_sokolowski@cpr.ca	403-581-0924	Eng. S&C	Member	6	Yes	Yes
Robert Darlin	robert_darlin@cpr.ca	403-363-1207	Eng. Track Structure	Member	2	No	No
Colin Sehn	colin_sehn@cpr.ca	403-866-1306	Mgr, T&E	Member	1	Yes	No
Jamie Smithson	jamie_smithson@cpr.ca	403-866-1826	Mgr, T&E	Member	2	Yes	Yes
Derick Edwards	Derick_edwards@cpr.ca	403-878-3345	Mgr, T&E	Member	6	No	No
Mike Young	mike_young@cpr.ca	403-988-1295	Mgr, S&C	Member	3	Yes	Yes
Freeman Hickey	freeman_hickey@cpr.ca	403-594-1455	Mgr, Eng Track / Structure	Member	3	Yes	Yes
James Mitchell	james_mitchell@cpr.ca	403-363-1207	Mgr, Eng Track / Structure	Member	5	Yes	No
Willie Davis	willie_davis@cpr.ca	403-866-9955	Mgr, Eng Track / Structure	Member	1	Yes	No
Rob Dunn	rob_dunn@cpr.ca	403-581-0937	Mgr, Eng Track / Structure	Member	0	Yes	No
Drew Farrer	drew_farrer@cpr.ca	403-604-8533	Mgr, Car	Member	0	Yes	No
Vicki Martin	vicki_martin@cpr.ca	403-528-5000	Other	Secretary	8	Yes	Yes

Guests: Adam Reichart, T&E Medicine Hat Employee

Employees & Geographical Region WHSC Represents:

	Craft Employees Represented	Subdivision Miles Represented:	Numbers	s Represent	ed:
Department	WHSC member:	(Include subdivision name and mileage range)	Employees	Buildings	Cust
T&E,	Patrick Nahmiash	Medicine Hat Yard - the number is the total for engrs	200	2	
Engrs		and cndrs Dunmore Yard			
Mech, Car	Jason E Ross	Medicine Hat	2	1	
Eng, Track	Terry Maser, Miles Heit,	Medicine Hat, Maple Creek Sub, Brooks Sub	34	6	
Structure	Robert				
Eng, S&C	Chris Sokolowski	Brooks, Maple Creek	12	4	

Sub Committee: Nil



Local Stats Current Year vs. Previous Year:

	T&E		Engineering		MechCar	
	2018	2017	2018	2017	2018	2017
FRA Reportable Injuries	5	4	1	1	0	0
Non FRA Reportable Injuries	0	1	0	2	0	0
FRA Train Accidents	1	1	1	0	0	0
Non FRA Train Accidents	2	6	0	0	0	2
Rule Violations	4	2	0	0	0	0
Motor Vehicle Accidents	2	0	0	0	0	0

Date of Last Local Incidents/	T&E	Engineering	MechCar
Number of Days Since:	Days	Days	Days
Personal Injury	43/2018-10-11	254/2018-03-13	325/2018-01-01
Train Accident	32/2018-10-22	325/2018-01-01	325/2018-01-01
Rules Violation	32/2018-10-22	325/2018-01-01	325/2018-01-01
Motor Vehicle Accident	325/2018-01-01	325/2018-01-01	325/2018-01-01

Previous Month's Last Incident / Injury Causes:

IM-1000819065; At approximately 1630 on august 16th, 2018 the c23-16, was shoving seven empty cars with three locomotives (5024, 3124, 5039) into track B09 JBS foods on the brooks sub division, at mile 66.75 Movement was shoving eastward at 5.4 mph(recorded speed)when they derailed all six axles on the CP 5039, L1 on CP 3124 and L2,L3 and L6 on the CP 5024. Derailment occurred on the east side of crossing in a curve (-2 degrees). Customer owned track was last inspected by STI on July 26, 2018. Action Taken; Crew interviewed separately, initial incident forms completed, Mechanical and engineering services engaged, locomotives rerailed at 1120, download retrieved (reviewed, no train handling concerns), CP 5039 set off consist at brooks account broken and or missing pedestal liner. Alyth mechanical to inspect further, Kyle Mulligan has secured measurements and will input data into simulator. Preliminary cause; under investigation. Final cause, Wide gauge.

IM – 1000860577; On October 21, 2018 at approximately 1840, C02-21 was shoving 16 empty cars with two locomotives into Methanex at Brier Park in Medicine Hat. While shoving into the customer facility their trailing locomotive the CP 5006 derailed L3, L6 and R6 axles due to wide gauge. This customer owned track, gauge was measured at 58.5 inches. Customer states the last inspection was completed on October 17th, 2018. Locomotive was successfully re-railed at 2245. Action Taken; Crew interviewed separately, initial incident forms completed, mechanical and engineering services engaged, download retrieved and reviewed for train handling compliance - download is clean, customers service has been suspended until track has been repaired and inspected, locomotive rerailed at 2245. Preliminary cause; Customer track defect, wide gauge. Service restored.

Personal Injuries:

Date: FRA Reviewed: Description:

2018-10-11	No	No	Conductor applying handbrake at Shepard- slipped and fell off car, injured wrist and thigh.



Train Accidents

Date: FRA Reviewed: Description:

2018-10-22	IM # 1000861488	On October 22, 2018 at approximately 1400, 498-21 was proceeding Eastward into track DS02A at the West end of Swift Current yard derailed six cars behind six from the head end of the train. The south main track at Swift Current was blocked by derailed equipment however North main track was clear for trains to run through. Action Taken; VP, AVP, AGM, Superintendent responded, engineering on scene, mechanical on scene, crew interviewed, download secured. Preliminary cause; Under investigation. Final Cause; Improper Train Handling

Rules Violations:

Add to

Reviewed: Date: Description:

Yes

Motor Vehicle Accidents:

Date: Reviewed: Description:

Nil No

Safety Hazard / Unsafe Condition Reports:

Description New Bus. Date: Department: Classification: (include description, action taken by who and when to be completed by):

1	2018-06-17	T&E	Green / Class C	SHR 11109 West Alyth Yard Told to back from depot 2 into N yard to perform S/O. Asked TTM Abby three times if we were ok in (on arrival to Alyth after pulling into depots and before reversing). Terminals need to be better trained to be able to organize crews working in yard to avoid collision. 24-May-18 Forward to Supt Gary Delaney to forward and discuss with Supt Robert Milne. Reply given to employee. 14-Jun-18 Escalated to Alyth Yard TM to discuss with employee 12-Jul-18 Check to see if there was a reply 13-Sep-18 Forward to Rick Moskawa, Transport Canada. Sent on Sept 13-Waiting for reply – email sent November 22.
2	2018-08-22	S&C	Green/Class C	SHR 11132 Needle found Bunkhouse side door, safely remove and dispose. Response: CP police will be contacted and made aware of future situations. Employee given response Contact CP police for Protocol and phone number. Bulletin will be issued once information is gathered. Jamie Smithson to issue bulletin.
3	2018-08-29	T&E	Green/Class C	SHR 7581 Alyth bunkhouse- blocked the documented emergency evacuation route/muster point with ballast cars. Response: mistake made by terminal trainmaster and problem fixed when Medicine Hat Trainmaster Jamie Smithson was made aware. Forward these issues to trainmaster for resolve. Employee given response Kyle Leafloor to follow up with Bob Milne. Manager in question who put cars in place dealt With. Remove next month.



4	2018-06-07	T&E	Green/Class C	SHR 7574 Alyth, told by terminal trainmaster Sol to hurry up while having engineering trainee and conductor trainee because it reflects on his dwell time.
				TM Derick Edwards will look into this. Update next month. Kyle Leafloor to follow up.
5	2018-09-18	T&E	Green/Class C	SHR 11210 Medicine Hat yard, weeds between pony/trk 1&2-trk 2&3- trk 3&4 - trk 4&5 – trk 5&6- trk 6&7 – trk 7&8 – all weeds between tracks where we walk. Action recommended; cut and remove tripping hazard.
				Response: Jamie and Kyle to validate and remove weeds.
				Employee given response
6	2018-09-26	T&E	Green/Class C	SHR 11122 Golden Prairie south wye switch, could not throw switch, also had issue with lock on switch on north end of elevator track. Action recommended; Please have it looked at so next crew won't have so much trouble.
				Response: Switch fixed. Employee give response.
7	2018-09-30	T&E	Green/Class C	SHR 11118 Redcliff AB, East storage swt Redcliff sdg. To enter sdg on 568, RTC had mileage of 5.93 and swt stand says mile 5.92. Action recommended; Confirm with RTC supervisor that mileage is updated on their end.
				Response: Forwarded to Freeman to confirm mileage with RTC and switch mileage. Employee given response.
8	2018-10-06	T&E	Green/Class C	SHR 11119 Brooks sub unit 9640, reported to the shops as extremely rough riding. Action recommended; Fix unit.
				Response: Correct procedure followed, unit fixed at next Service location. Employee given response.
9	2018-10-25	T&E	Green/Class C	SHR 11214 Swift Current Motel 6, bed bugs. Action recommended; clean rooms.
				Response: Verify bed bugs and or cleanliness of room. Employee given response

Safety Framework Activities Completed Last Month:

Add to Description

New Bus. Date: Department: (include description, action taken by who and when to be completed by):

		NIL

Workplace Inspections:

Add to Description

New Bus. Date: Department: Classification: (include description, action taken by who and when to be completed by):

1	2018-05-16	T&E	Yellow /	Swift Current Motel 6 Multiple complaints of disturbed rest due to
			Class B	poorly insulated rooms Decibel test performed-results below. To
				resolve the ongoing noise complaints, provide each room with
				humidifier and portable fan. These can be used for white noise.
				This is common practice in many hotels. Inside rooms Cleanliness
				Floors need to be cleaned and washed, bedding after room use
				needs to be washed, daily dusting of rooms-pictures are attached.
				14-Jun-18 Continuous fan mode programmed in rooms 219, 220,
				320, 420. 12-Jul-18 As per email from Chad McPherson "In Moose
				law's health and safety meeting vesterday, it was agreed to

Issued

purchase a few white noise machines for trial at Swift Current Motel 6. if the feedback is positive we can look at providing the machines for the remaining hotel rooms".
Swift Current Motel 6 Multiple complaints of disturbed rest due to poorly insulated rooms Decibel test performed-results below. To resolve the ongoing noise complaints, provide each room with humidifier and portable fan. These can be used for white noise. This is common practice in many hotels. Inside rooms Cleanliness Floors need to be cleaned and washed, bedding after room use needs to be washed, daily dusting of rooms-pictures are attached. 14-Jun-18 Room 219, 220, 320, 420 Fans and humidifiers have been placed in various rooms. Kyle Leafloor to inspect Motel 6 week of November 26th

Maple Creek MT316D, MT316F,MT316A; weeds need to be sprayed and cut in MT316A. forwarded to Willie Davis on November 22, 2018

Cassils BT 433a, B14. Weeds between B14 and BT433a, weeds need to sprayed and removed. South side/middle of b14 has open hole covered by old sheet of plywood. **Plywood removed and hole**

filled inn, weeds have been cut. Remove next month.

Class B

Class B

Customer / Industry Inspections:

T&E

T&E

2018-08-23

2018-10-04

2

3

Add to				Description
New Bus.	Date:	Department:	Classification:	(include description, action taken by who and when to be completed by):

		·		
1	2018-08-23	T&E	Class B	Richardson Pioneer; restricted clearance signs required both ends of elevator
				Customer red carded on November 5. As of November 19th customer has signs and is back in service.
2	2018-08-24	T&E	Class B	JBS Foods Brooks; Loading equipment not properly stored (tripping hazard), Sign on ground for crossing
3	2018-10-04	T&E	Nil	Cassils Viterra; Good clean site.
4	2018-11-06	T&E	Nil	Swift Current Viterra; Good clean site.
5	2018-11-06	T&E	Nil	Seward back track; Good clean site.

SOFA / Planned Peer Observations:

Add	to			Employees	Total	At-risk	Description (include description, action taken
New	Bus.	Date:	Department:	Observed	Observed	Observed	by who and when to be completed by):
							Nil

Risk Assessments Completed:

Add to Description

New Bus. Date: Department: (include description, action taken by who and when to be completed by):

Г		Other	Nil

Work Refusals / Right to Challenge:

Add to Description

New Bus. Date: Department: (include description, action taken by who and when to be completed by):

	Other	Nil

Issued



Taxi Exception Reports:

Add to Description

New Bus. Date: Department: (include description, action taken by who and when to be completed by):

	and stopped on major highway to check their GPS. They passed a semi when unsafe to do so forcing traffic to drive on shoulder/ditch. TM Jamie Smithson to follow-up. Driver has been banned from driving CP rail Crews. Remove next month. Employees given response.
	month. Employees given response.

Old Business Review:

Item Number:	Item Origin:	Old Business Description:	Responsible	Status:	Due Date:
			Person(s):		
1	Risk Assess.	Deadheading on tail end units to be done. Due date: December 15, 2017 Suspend tailed unit deadheading on Maple Creek sub to prevent lost time injuries(ex:2017 injuries)until union co-chair is provided with three downloads each direction on different type of trains to perform risk assessment. AS PER SAFETY MINUTES: Deadheading on tail end units to be done. Due date: December 15, 2017 Responsible Party: TM Isaac Neibert, H&S committee member Pat Nahmiash, Supt Gary Delaney 9-Jan-18 Update to be done by 16-Feb-18 Responsible Party: TM Isaac Neibert, H&S committee member Pat Nahmiash, Supt Gary Delaney 9-Jan-18 Update to be done by 16-Feb-18 12-Apr-18 Trainmasters will have to get the downloads. Look at the Bulk trains first. Find out which trains are most impacted. Look at the tonnage This is to remain in this section for this month. Next meeting it is to be moved to New Business as per Bob Tully. 24-May-18 TM Jamie Smithson to gather three train IDs and get their downloads. 14-Jun-18 Jamie Smithson and Pat Nahmiash to rail the tail end and see what the issues are.	Tm Jamie Smithson Pat Nahmiash	Tabled	2018-07-12
		No SHR submitted or injuries in 2018, will revisit if problems arise. Remove next month.			
2	Other	New hires Need a more consistent trainer for Medicine Hat 12-Jul-18 On going 13- Sep-18 (Leave on for this month) Jason Hanse-Lethbridge and Adam Reichart- Medicine Hat	Derick Edwards Colin Sehn Jamie Smithson to set up training	Tabled	2018-08-09
		-employees not making qualifying trips- qualified from inside vehicle, ongoing. Employees qualifying to soon, personal safety of new employees is on going concern.			
		Concerns that were escalated to policy committee are still prevalent in the training program - Trainmasters not qualifying students on all subdivisions and switcher jobsTrainmasters qualifying students from inside their truckTrainmaster not doing ride alongs.			

Issued:



		-CP Rail's own data showing a direct correlation between injuries and time as an employee, employees with two years or less accounting for over fifty percent of injuries. -Training program is not long enough often trainmasters qualify students from the inside of their truck or ride with the student for 30 to 40 miles. The field placement coordinator implemented by the GM/policy committee has helped but not resolved the ongoing problems.			
3	H&S committee and SHR 11243	Co-Chair to email policy committee New Section 4 - wide spread confusion. Canada Labor Code requirement should be implemented; Health and Safety Representatives Marginal note: Duties of representative (i) shall participate in the implementation of changes that may affect occupational health and safety, including work processes and procedures and, where there is no policy committee, shall participate in the planning of the implementation of those changes; SHR 11243 Sec 4 GOI A4 pg 8. Many rumors going around that trk profile book with grades in it is not to be used as it was not an official CP document. Please clarify, otherwise guys will keep on assuming everything is 0.8% grade. Way to many handbrakes. Response: follow GOI instructions, specific grades are being looked at. Train schematic is not approved for handbrake application. Employee given response	Jason Hearld	ongoing	2018-12-13
4	H&S committee	From rules violation July, 2018. Shop switch at west end Swift current, problem location. CCOHS Duties of the Workplace Committee Identifying hazards, evaluating risks and recommending control measures and effective action to prevent injury, illness, accidents and incidents. Make sign for location, to indicate high run through switch location. New system wide, paint high run through switches pink	Health and safety committee	ongoing	2018-12-03

Issued:



New Business Review:

Item Number:	Item Origin:	New Business Description:	Responsible	Due Date:
			Person(s):	
1	2018-11-15	Step 1, 127.1 for The following locations still require inspections, Swift Current Station, Swift Current ya Swift Current Pioneer elevator, Carmicheal, Tompk Sidewood, Piapot, Cardell, Kincorth, Hatton, Pashl Medicine Hat Station, Medicine Hat structures building, Brier Park industrial, Redcliff, Redcliff Tric Suffield, Alderson, Kininvie, Tilley Torque, Strangm Carsland, Carsland Pioneer, Carsland ACU, Carsla Wye, Indus Viterra, Shepard yard, Shepard East departure track – The following job aids Silver Sage elevator Swift Current, Viterra grain elevator Cassill Southwest terminals grain elevator Antelope, Pione grain elevator Carsland, Viterra Grain elevator Indu Viterra grain elevator Maple Creek, Cargill grain elevator Carsland. Track(ES)Miles Heit and or Colton Wogrinc to go w Patrick Nahmiash to do site inspection. Job Aid for filling units with water, Employee getting be widespread confusion on process for different units. Schedule in place.	ins, ey, an, uir, nd es, seer ss,	2018-12-31
2	2018-11-22	Specific individual, This managers inability to perform Locomotive engineer duties is a serious cause of concer Ex: 1. She didn't know the procedure how to set out a urange 2. Accidentally reversed unit resulting in a reverse movement in ctc, cndr intervened to stop train. 3. Would have passed a stop signal without authority if cndr had not intervened, stopped 5 feet from the bond. 4. She said managers are exempt from using fto did not activate. 5. Uses cell phone, calls for help on how to do perform locomotive engineer duties. 6. She does not know how to lift locomotives or perform locomotive brake test. 7. She classifies regular locomotive engineer requireme as emergencies. This issue escalated to training department. Individual no longer be driving trains on our subdivisions. Remov next month.	nit.	2018-11-22
3	2018-11-22	Prairie Summary Bulletin Aril 1, 2018. Medicine Hat Terminal. GOI section 8, item 3.10-Custody of documen As previously discussed. This is intended for switching ir yards not to transfer between yards. Having bills deliver to a crew possibly one hour after an incident is unacceptable, endangers the crew and the public. How would a crew use the Emergency response hand book?, how would a crew protect themselves? Crews are requ to know what their train or transfer is Hauling. From April 2018 safety minutes. GOI section 8, Item 3.1 Crews is not being provided with documents when dangerous goods are being handled from Medicine Hat to Dunmore and or Brie Park. Item 3.1 reads "when not in custody or control the crew or on a train, documents or electronic copmust be readily accessible if required." This is intendictions.	red roll of les	2018-11-30

Issued:

LP		
	for switching in a yard and not transfer dangerous goods between yards. Definition of readily accessible: Capable of being reached quickly for operation, renewal, or inspections without requiring those to whom ready access is requisite to climb over or remove obstacles or resort to portable ladders, chairs, etc. 12-Apr-18 Paperwork required. Needs to be in compliance with GOI, as per Superintendent Gary Delaney.	
	Bulletin to be issued, Bills required when leaving yard.	

Tabled /Escalated Item:

Item Number: Item Origin: Tabled / Escalated Item: Responsible Status: Review

Date:

Person(s):

1	H&S Com.	BUNKHOUSE ALYTH – info on	Escalate to Policy		2018-07-15
	Member	previous months minutes.	Committee		
		12-Jul-18 Escalate to Policy Committee			
2	H&S Com. Member	Train and Engine employees are fatigue due to noncompliance. Examples: Daily inaccurate train lineups, pressure to work (investigations) - emails from employees have been sent to HR for guidance in regards to being sick.	Dir Safety Management Bob Tully to reply on behalf of Supt Gary Delaney	Waiting Response	2018-08-09
		Railway Safety Management System Regulations, 2015 SOR/2015-26			
		Process with Respect to Scheduling Principles of fatigue science			
		28 (1) A railway company must apply the principles of fatigue science when scheduling the work of the employees referred to in subsection (2), including the principles (a) that human fatigue is governed by physiology; (b) that human alertness is affected by circadian rhythms; (c) that human performance degrades in relation to hours of wakefulness and accumulated sleep debt; and (d) that humans have baseline minimum physiological sleep needs. Method (2) The railway company must include, in its safety management system, a method for applying the principles of fatigue science when scheduling the work of an employee who is required to work according to a schedule that (a) is not communicated to the employee at least 72 hours in advance; (b) requires the employee to work beyond his or her normal work schedule; or (c) requires the employee to work between midnight and 6:00 a.m.			
		Communication (3) The railway company must communicate, to any employees who are required by the railway company to work according to a schedule referred to in subsection (2), how the principles of fatigue science have been taken into account when requiring them to work according to that schedule.			



Exception (4) This section does not apply when scheduling the work of employees during an emergency related to the safety of railway operations.

24-May-18 Letter sent to Human Resources

29-May 18 (SHR 11113) Called in and booked off unfit. Was given 10 hours with auto book on when I told TM that I would book on when fit. I am the judge of when I am fit or unfit. I ended up with three hours of sleep. Reply: When employee calls in unfit, TM will ask employee it they are ok to have an auto book on. Reply was given to employee on 15-Jun-18

18-06-18 SHR 11223- train not on line up, put trains on line up. Response; Line ups are changed and updated to reflect manpower.

12-Jul-18 In light of the award the company reiterated the importance of compliance to this rule and arbitration award to all managers. There is a CROR requirement to come to work well rested. Violation of Railway Safety Management System regulations are regularly violated.

Email to employee services sent on Aug 16, 2018 - harassed for booking sick.

SHR # 11125- line-ups, response: line-ups are revised and adjusted multiple times a day.

Miscellaneous / Comments:

Winter Hazard Awareness 2018/2019, discussion

New Alcohol and Drug Policy (Canada)-Policy # HR203, discussion

Emergency Action plan, review

Snow removal, B&S to oversee

T&E Safety review "on or about tracks", discussion

New parking lot signs ordered, cars will be ticked and towed

SHR reporting process, discussion to improve response to 14 days or less

Safety walkabout, discussion

Next Meeting:

Place Date Time

Medicine Hat Yard - Main Floor, December 13, 2018 10:00 AM

Meeting Room

Meeting Adjourned At: 1120 Approved by Management Co-Chair: Approved by Union Co-Chair:

Kyle Leafloor (Alt) Patrick Nahmiash