

Medicine Hat Cross-Functional Health & Safety Committee

January Minutes

January 10, 2019



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: Kyle Leafloor

Quorum: Majority of the membership is present, and at least 50% are unionized. Yes (11 members 7 unionized)

Errors / Omissions Last Month's Minutes: No parking on platform

Motion to Accept Minutes as Submitted / Amended: Jamie Smithson and Miles Heit



Committee Members:

Name: Email: Phone Number: Department: Committee Position: # of Meetings: H&S Trained: Present at Meeting:

Kyle Leafloor	kyle_leafloor@cpr.ca	403-803-8849	Mgr, T&E	Co-chair	1	Yes	Yes
Patrick Nahmiash	patrick_nahmiash@cpr.ca	403-458-1825	T&E, Engrs	Co-Chair	1	Yes	Yes
Thomas Stehr	thomas_stehr@cpr.ca	403-979-1107	T&E, Cndrs	Alternate Co-chair	1	Yes	Yes
Darren Burzminski	darren_burzminski@cpr.ca	403-548-1212	T&E, Engrs	Member	0	Yes	No
Jason E Ross	jasone_ross@cpr.ca	403-581-0752	Mechanical Union	Member	1	Yes	Yes
Terry Maser	terry_maser@cpr.ca	403-581-0912	Eng. Track Structure	Member	1	Yes	Yes
Miles Heit	miles_heit@cpr.ca	403-548-4970	Eng. Track Structure	Member	1	Yes	Yes
Colton Wogrinc	colton_wogrinc@cpr.ca	403-548-4970	Eng. Track Structure	Member		No	No
Chris Sokolowski	chris_sokolowski@cpr.ca	403-581-0924	Eng. S&C	Member	1	Yes	Yes
Colin Sehn	colin_sehn@cpr.ca	403-866-1306	Mgr, T&E	Member		Yes	No
Jamie Smithson	jamie_smithson@cpr.ca	403-866-1826	Mgr, T&E	Alternate Co-Chair	1	Yes	Yes
Derick Edwards	Derick_edwards@cpr.ca	403-878-3345	Mgr, T&E	Member		No	No
Mike Young	mike_young@cpr.ca	403-988-1295	Mgr, S&C	Member	1	Yes	Yes
Freeman Hickey	freeman_hickey@cpr.ca	403-594-1455	Mgr, Eng Track / Structure	Member	1	Yes	Yes
Willie Davis	willie_davis@cpr.ca	403-866-9955	Mgr, Eng Track / Structure	Member		Yes	No
Rob Dunn	rob_dunn@cpr.ca	403-581-0937	Mgr, Eng Track / Structure	Member		Yes	No
Ryan Lauzon	ryan_lauzon@cpr.ca	416-885-7066	Mgr, Mechanical	Member		No	No
Vicki Martin	vicki_martin@cpr.ca	403-528-5000	Other	Secretary	1	Yes	Yes

Guests: Nil

Employees & Geographical Region WHSC Represents:

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

Sub Committee: Nil



Local Stats Current Year vs. Previous Year:

	T&E		Engineering		Mech.-Car	
	2019	2018	2019	2018	2019	2018
FRA Reportable Injuries	0	5	0	1	0	0
Non FRA Reportable Injuries	0	0	0	0	0	0
FRA Train Accidents	0	1	0	1	0	0
Non FRA Train Accidents	0	1	0	0	0	0
Rule Violations	1	7	0	0	0	0
Motor Vehicle Accidents	2	0	0	0	0	0

Date of Last Local Incidents/ Number of Days Since:	T&E	Engineering	Mech.-Car
	Days	Days	Days
Personal Injury	93/2018-10-11	304/2018-03-13	375/2018-01-01
Train Accident	82/2018-10-22	375/2018-01-01	375/2018-01-01
Rules Violation	02/2019-01-08	375/2018-01-01	375/2018-01-01
Motor Vehicle Accident	375/2018-01-01	375/2018-01-01	375/2018-01-01

Previous Month's Last Incident / Injury Causes: Nil

Personal Injuries:

Date: FRA Reviewed: Description:

	No	No	Nil
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Train Accidents

Date: FRA Reviewed: Description:

	No	No	Nil
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Rules Violations:

Date: Reviewed: Description:

18-12-20	Yes	<p>IM#1000903239-At approximately 0550 on December 20th, 2018 train 498-19 headed in to UED01 track from west end of signal indication, crew was in possession of an authority to enter the main from east end of UED01, Conductor remained at the cut, Engineer leading with the lead locomotive acknowledged signal "clear to stop" stopped clear of the derail, inspected the derail, returning power aspect changed to clear and proceeded to enter the main without lining the hand throw switch to enter the main. Ran through the switch, no injury, no derailment.</p> <p>Action taken; -assistant Superintendent attended.</p> <ul style="list-style-type: none"> -Superintend advised. - GM advised. -Mechanical attended. -Engineering attended. - Locomotive download obtained. -Initial incident reports taken. <p>Preliminary Cause; Human factor-Run through switch. T&E 14.1 fouling tracks. Remove next month.</p>
19-01-08	Yes	<p>IM#100912852-On January 8th, 2019 at approximately 1000 498-08 cut off the tail end of their train on the south track Dunmore, they pulled over the east crossovers at Dunmore with 34 cars to lift out of 3 tracks in Dunmore yard. After clearing the crossover switches the Conductor communicated that he had lined both crossover switches and was okay to back up. The movement backed up approximately 10 car lengths and that is when the Conductor instructed the movement to stop. At that point the Conductor realized he had run through the west crossover switch.</p> <p>Action Taken; - Crew member interviewed, initial incident form completed.</p> <ul style="list-style-type: none"> -TM Jamie Smithson and TM Colin Sehn interviewed employee. - Post incident testing performed, negative result. -Employee safety reports attached. <p>Preliminary Cause; Under investigation. Human error. Remove next month.</p>

Motor Vehicle Accidents:

Date: Reviewed: Description:

	No	Nil
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Safety Hazard / Unsafe Condition Reports:

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

1	2018-12-29	T&E	Green/Class C	<p>SHR 11104 West Dunmore 4 swt hard to reverse.</p> <p>Action recommended; fix west Dunmore 4 swt. Switch looked at and adjusted January 9, 2019. Employee given response, remove next month.</p>
2	2018-12-29	T&E	Green/Class C	<p>Signals exception report- signal 435 Brooks sub needs adjusting, top aspect is washed out by middle aspect. Signal adjusted as per Mike Young. Employee given response, remove next month.</p>

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):
1	2018 -12-19	T&E	Completed new job aids, Cargill Carseland, Indus Viterra

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 / Class B	<p>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 Continuous fan mode programmed in rooms 219, 220, 320, 420. 12-Jul-18 As per email from Chad McPherson "In Moose Jaw's health and safety meeting yesterday, it was agreed to 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".</p> <p>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.</p> <p>Kyle Leafloor to inspect Motel 6 on week of November 26th. Greg Squires inspected facility on November 28-Kyle to follow up.</p> <p>Jan. 10/19 - Ongoing hot water outages, alternate rest facility in Swift Current needs to be considered.</p> <p>Kyle Leafloor to send email to facilities.</p>
2	2018-11-26	T&E	Class B	Sidewood MT310A – pile of spikes on north side, waiting on truck to remove. Spikes removed on January 10/19, remove next month.
3	2018-11-27	T&E	Class C	Swift Current Yard – Lack of broom holders and no MU cable holders. Broom holders installed , waiting on MU cable holders. Email sent to Scott Welling on December 14, 2018. As per Muhammad Pasha forwarded to B&S on Dec. 17, follow up email sent to B&S on January 9, 2019.
4	2018-11-27	T&E	Class C	Swift Current Station – Eye wash bottle no labelling, first aid kits lacks signage and permanent location, floors extremely dirty and garbage on floor in bathroom and dust and dirt on all surfaces and broken urinal in West bathroom. Email sent to Scott Welling on December 14, 2018. Complete, remove next month.
5	2018-11-29	T&E	Class B	Kincorth MT318A – Weeds, no update. Complete, remove next month.
6	2018-12-15	T&E	Nil	Alderson BT425A – Good clean site. Remove next month.
7	2018-12-15	T&E	Nil	Kinivie BT427A – Good clean site. Remove next month.



8	2018-12-15	T&E	Class C	Medicine Hat Station- Lockers not secured to the wall. Completed, remove next month.
9	2018-12-16	T&E	Nil	Shepard East departure track- Good clean site, remove next month.
10	2018-12-16	T&E	Class C	Shepard- Brooms have no holders. Brooms on ground, tripping hazard.
11	2019-01-08	T&E	Nil	Brooks BT7432- Good clean site, remove next month.
12	2019-01-08	T&E	Nil	Tilley West end B17 and Bt 429B- Good clean site, remove next month.

Customer / Industry Inspections:

Add to Description

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

1	2018-11-27	T&E	Class C	Swift Current Pioneer – Lack of broom holders at switches. Completed Dec 21, remove next month.
2	2019-01-08	T&E	Nil	JBS Foods Brooks- Good clean site, remove next month.
3	2019-01-08	T&E	Nil	Tilley Torq B17, BT 429B- Good clean site, remove next month.
4	2019-01-08	T&E	Class C	BIM Brooks – Lack of standardized blue flag. Deadline of January 14 for proper blue flag.

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
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Risk Assessments Completed:

Add to Description

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

			Nil
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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
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Taxi Exception Reports:

Add to Description

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

			Nil
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Old Business Review:

Item Number: Item Origin: Old Business Description: Responsible Person(s): Status: Due Date:

Item Number	Item Origin	Old Business Description	Responsible Person(s)	Status	Due Date
1	Other	<p>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</p> <p>-employees not making qualifying trips-qualified from inside vehicle, ongoing. Employees qualifying to soon, personal safety of new employees is on going concern.</p> <p>Concerns that were escalated to policy committee are still prevalent in the training program - Trainmasters not qualifying students on all subdivisions and switcher jobs.</p> <p>-Trainmaster not doing ride alongs.</p> <p>-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.</p> <p>-Training program is not long enough.</p> <p>- often trainmasters qualify students from the inside of their truck or ride with the student for 30 to 40 miles.</p> <p>The field placement coordinator implemented by the GM/policy committee has helped but not resolved the ongoing problems.</p> <p>Co-Chair to email policy committee</p>	Derick Edwards Colin Sehn Jamie Smithson to set up training	Tabled	2018-08-09
2	H&S committee and SHR 11243	<p>New Section 4 - wide spread confusion. Canada Labor Code requirement should be implemented; Health and Safety Representatives</p> <p>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</p>	Jason Hearld	Ongoing	2018-12-13

		<p>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.</p> <p>Response: follow GOI instructions, specific grades are being looked at. Train schematic is not approved for handbrake application. Employee given response</p> <p>Questions to be submitted to Mark Clarstrom. Question and answer sheet to be provided to membership in January 2019.</p> <p>Jan. 10, track grades obtained, committee will work on larkhall to start.....</p>			
3	2018-11-15	<p>Step 1, 127.1 for The following locations still require inspections, Swift Current Station, Swift Current yard, Swift Current Pioneer elevator, Carmicheal, Tompkins, Sidewood, Piapot, Cardell, Kincorth, Hatton, Pashley, Medicine Hat Station, Medicine Hat structures building, Brier Park industrial, Redcliff, Redcliff Trican, Suffield, Alderson, Kininvie, Tilley Torque, Strangmuir, Carsland, Carsland Pioneer, Carsland ACU, Carsland Wye, Indus Viterra, Shepard yard, Shepard East departure track – The following job aids Silver Sage elevator Swift Current, Viterra grain elevator Cassils, Southwest terminals grain elevator Antelope, Pioneer grain elevator Carsland, Viterra Grain elevator Indus, Viterra grain elevator Maple Creek, Cargill grain</p> <p>elevator Carsland.</p> <p>Track(ES)Miles Heit and or Colton Wogrinc to go with Patrick Nahmiash to do site inspection.</p> <p>JobAidforfillingunitswithwater,Employee gettingburnt- widespread confusion on process for different units.</p> <p>Schedule in place. As of December 13 approximately two days remaining for Job aids, two days remaining for site inspections, GE watering unit job aid has been provided-waiting on mechanical to provide foreign unit job aid. Completed December 17, remove from minutes next month.</p>	Kyle Leafloor	Ongoing	2018-12-31

		<p>5 more employees have asked for investigation – 127.1</p> <p>SHR 7581 Alyth bunkhouse- blocked the documented emergency evacuation route/muster point with ballast cars.</p> <p>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</p> <p>Kyle Leafloor to follow up with Bob Milne. Manager in question who put cars in place dealt with.</p> <p>SHR 11205 Alyth Bunkhouse, Unattended equipment blocking bunkhouse railway crossing(0830 or earlier to 1145) Impedes access for emergency vehicles to resthouse and access to the mustard point. Action recommended; Do not block crossing for extended periods of time. Reply; Dealt with right away, Alyth moved cars as soon as possible.</p> <p>Derailment in yard(anhydrous ammonia)approximately within half a mile from bunkhouse-derailment happened at approximately 0700, bunkhouse occupants notified at approximately 1100</p> <p>Canada labour code</p> <p>Violation of 17.7 (1)(2)(3),17.5 (1)(a)(b), 134.1 (4)(b), 136(6)(7)</p> <p>Jan. 10-Step 1 of 127.1, union co-chair to email Bob Milne.</p>			
2	H&S Com. Member	<p>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.</p> <p>Railway Safety Management System Regulations, 2015 SOR/2015-26</p> <p>Process with Respect to Scheduling Principles of fatigue science</p> <p>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</p>	<p>Dir Safety Management Bob Tully to reply on behalf of Supt Gary Delaney</p> <p>Email sent to Mr. Tully on December 14 as reminder</p>	Waiting Response	2018-08-09

		<p>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.</p> <p>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.</p> <p>Exception (4) This section does not apply when scheduling the work of employees during an emergency related to the safety of railway operations.</p> <p>24-May-18 Letter sent to Human Resources</p> <p>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 if they are ok to have an auto book on. Reply was given to employee on 15-Jun-18</p> <p>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.</p> <p>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.</p> <p>SHR # 11125- lin-ups, response: line-ups are revised and adjusted multiple times a day.</p> <p>Jan. 10 - Line-up accuracy report to be provided by T&E employees.</p>			
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Miscellaneous / Comments:

2019 framework and terms of reference worked on.

Garbage from Christmas train and from locomotives(Zcrow), Thomas and Patrick to clean up today.

Next Meeting:

Place	Date	Time
Medicine Hat Yard - Main Floor, Meeting Room	February 21, 2019	10:00 AM

Meeting Adjourned At: 1300

Approved by Management Co-Chair:
Kyle Leafloor (Alt)

Approved by Union Co-Chair:
Patrick Nahmiash