

Medicine Hat Cross - Functional Health & Safety Committee

October 14, 2021





Agenda:

- Call to Order
- Review minutes of previous meeting/errors/omissions
- Safety Briefing
- Attendance/Confirm Quorum
- Introduction of Guests
- Motion to accept previous minutes
- Local Stats
- Safety Performance/Incident Review
- Safety Framework Activity Review
- SOFA/Planned Peer Observation Review
- Review E-Testing discussing results
- Workplace/Customer Inspection Review
- Safety Hazard Report Review
- Risk Assessments Review
- Work Refusals
- Taxi Exception Reports
- Old Business
- New Business
- Escalated items
- Confirm minutes and closing comments

Meeting Called to Order by: Jason Inglis 9:06 am

Quorum: A quorum of a committee consists of the majority of members, at least half of which are employee members and at least one of which is an employer member

Errors / Omissions Last Month's Minutes: Nil

Motion to Accept Minutes as Submitted / Amended: Jamie Smithson

Committee Members:

Name:	Email:	Phone Number:	Department:	Committee Position:	# of Meetings:	H&S Trained:	Present at Meeting:
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Jason Inglis	jason_inglis@cpr.ca	807-620-1127	Mgr, T&E	Co-Chair	9	Yes	Yes
Ashley Reid	ashley_reid@cpr.ca	250-814-3979	Mgr, T&E	Alternate	6	Yes	Yes
Jamie Smithson	jamie_smithson@cpr.ca	403-866-1826	Mgr, T&E	Member	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	3	Yes	No
Colin Sehn	colin_sehn@cpr.ca	403-866-1306	Mgr, T&E	Member	0	Yes	No
Darren Burzminski	darren_burzminski@cpr.ca	403-548-1212	T&E, Engrs	Member	3	Yes	No
Derek Hammel	derekmicheal_hammel@cpr.ca	403-581-5242	T&E, Cndrs	Member	2	Yes	Yes
Jason E Ross	jasone_ross@cpr.ca	403-581-0752	Mechanical Union	Member	4	Yes	No
Terry Maser	terry_maser@cpr.ca	403-581-0912	Eng. Track Structure	Member	7	Yes	Yes
Miles Heit	miles_heit@cpr.ca	403-548-4970	Eng. Track Structure	Member	3	Yes	Yes
Geoff Tedrick	geoff_tedrick@cpr.ca	306-313-8244	Mgr, Eng. Track Structure	Member	0	Yes	No
Earl Korzenoski	earl_korzenoski@cpr.ca	250-272-1961	Mgr, S&C	Member	3	Yes	No
Mason Monti	mason_monti@cpr.ca	403-866-8822	S&C	Member	4	Yes	Yes



Freeman Hickey	freeman_hickey@cpr.ca	403-594-1455	Mgr, Eng Track / Structure	Member	4	Yes	Yes
Willie Davis	willie_davis@cpr.ca	403-866-9955	Mgr, Eng Track / Structure	Member	2	Yes	No
Kory Hill	kory_hill@cpr.ca	403-329-7794	Mechanical Mgr	Member	3	Yes	No
Jody Barron	jody_barron@cpr.ca		Eng. Track Structure	Member	6	Yes	Yes
Vicki Martin	vicki_martin@cpr.ca	403-528-5000	Other	Secretary	9	Yes	Yes

Guests: Project Mgr AB, Scott Wellings

Employees & Geographical Region WHSC Represents:

Department	Craft Employees Represented WHSC member:	Subdivision Miles Represented: (Include subdivision name and mileage range)	Numbers Represented: Employees	Buildings
T&E, Engrs	Patrick Nahmiash	Medicine Hat Yard, Brooks and Maple Creek Sub - the number is the total for Engineers and Conductors	236	2
Mech, Car	Jason E Ross	Medicine Hat	2	1
Eng, Track Structure	Miles Heit, Jody Barron	Medicine Hat, Maple Creek Sub, Brooks Sub	34	6
Eng, S&C	Tim Hazen	Brooks, Maple Creek	14	4

	T&E		Engineering		Mech.-Car	
	2021	2020	2021	2020	2021	2020
FRA Reportable Injuries	3	3	0	3	0	0
Non FRA Reportable Injuries	0	1	2	0	0	0
FRA Train Accidents	0	1	1	0	0	0
Non FRA Train Accidents	2	3	1	0	0	0
Rule Violations	1	11	1	1	0	0
Motor Vehicle Accidents	0	0	1	2	0	0

Date of Last Local Incidents	T&E	Engineering	Mech.-Car
Number of Days Since:	Date (Days)	Date (Days)	Date (Days)
Personal Injury	29-Jul-21 (77)	04-Oct-21 (10)	01-Jan-17 (1747)
Train Accident	3-Sep-21 (41)	19-Sep-21 (25)	08-May-19 (890)
Rules Violation	06-May-21 (161)	24-Apr-21 (173)	01-Jan-17 (1747)
Motor Vehicle Accident	12-Jan-19 (1017)	29--Mar-21(199)	07-Aug-19 (799)

Previous Month's Last Incident / Injury Causes:

Personal Injuries:

Date: FRA Reviewed: Description:

4-Oct-21	No	Yes	IM 1001573307 Track Brooks Sub At approximately 1053 MST, October 4th 2021, Foreman was in the process of folding up the tamper buggies. They had folded the first buggy and was in position to pull the second buggy up. At this time they had removed their hard hat to reposition it when the first buggy unfolded and contacted
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			<p>employee's head; the first buggy was not properly stored in the lock handle. They received a laceration to the back of their head. Employee initially refused medical attention but went to the hospital at approximately 1900 MST on October 4th and received stitches and a tetanus shot.</p> <p>Action Taken: Escalated to Director Track & Structures; Initial incident report filled out; Re-enactment conducted</p> <p>Preliminary Cause: Buggy not stowed correctly</p>
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Train Accidents:

Date: FRA Reviewed: Description:

19-Sep-21	Yes	Yes	<p>IM 1001565042 – (ES) Brooks Sub</p> <p>At Approximately 13:33 train 101-16 derailed 4 Cars and 1 locomotive. Train had yarded in track UT10, doubling over to track UT11 with 1,875'. Train shoved into track 11 Approx. 13:55, in throttle 3 At 7.1MPH. Before derailling at the UT10 switch. Train make up: 3-1-0, EGT- 10,148, Length-10,430'</p> <p>Action Taken: Escalation to VP T&E, Mechanical, and Engineer; Download secured, reviewed; No train handling exceptions; Locomotive Camera reviewed; Yard Camera reviewed; Track inspected, and gauged; Locomotive inspected, and gauged; Car inspected, and gauged; Initial Incident reports completed; Post Incident test completed</p> <p>Preliminary Cause: Broken Switch Point</p>
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Rules Violations:

Date: Reviewed: Description:

		Nil
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Motor Vehicle Accidents:

Date: Reviewed: Description:

		Nil
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Safety Framework Activities Completed Last Month:

Status:	Date:	Department:	Description (include description, action taken by who and when to be completed by):
completed	12-Oct-21 13-Oct-21 14-Oct-21	T&E	<p>Derek Hammel/Patrick Nahmiash participated in committee work as required and approved. Canada Labour code 135 (7) and 135.1 (8)</p> <ol style="list-style-type: none"> 1. Performed site inspections at Indus, Carseland Pioneer Richardson and Cargill 2. Safety Walkabout 3. Updated Indus Job aid
completed	10-Sep-21	T&E	<p>Patrick Nahmiash participated in committee work as required and approved. Canada Labour code 135 (7) and 135.1 (8)</p>

SOFA / Planned Peer Observations:

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

E-Testing:

Status	Department	Tests Performed	Failed E-tests	Description
completed	T&E	62	0	On or About Tracks
completed	T&E	55	1	Switches 2
completed	T&E	51	1	Rule 115 Shoving Equipment

Workplace Inspections:

Status:	Date:	Department:	Classification:	Description: (include description, action taken by who and when to be completed by):
completed	9-Sep-21	T&E	Class B	<p>Dunmore Station Missing monthly safety checks on eye wash bottles and no one signing off monthly first aid check off. Add inspection record check off and perform monthly checks – Safety Committee responsible. Reply: Monthly stickers and eye wash bottles have been placed in required locations</p>
completed	9-Sep-21	T&E	Class B	<p>Dunmore Station</p> <ol style="list-style-type: none"> Exposed thermostat. Replace/fix – Sent to B&B Reply: This has been moved to a different area where it is locked. The old one will be removed. Bandages need to be updated in first aid box. General Clerk to contact Acklands Reply: First aid kit has been refilled as per Acklands Oct 5. <p>Timeline for all items – October 14, 2021</p>
completed	8-Sep-21	T&E	Class B	<p>Bassano Yard Weeds need to be cut/removed. Sent to Freeman Hickey Reply: Weeds have been cut/removed-Sept 21</p>
completed	7-Sep-21	T&E	Class B	<p>Carseland Backtrack Weeds need to be cut/removed. Sent to Freeman Hickey Reply: Weeds have been cut/removed-Sept 9</p>
completed	8-Sep-21	T&E	Class B	<p>Cluny BT442E Weeds in backtrack need to be cut/removed. Sent to Freeman Hickey Reply: Weeds have been cut/removed-Sept 15</p>
completed	8-Sep-21	T&E	Class B	<p>Crowfoot Backtrack BT439A Weeds need to be cut/removed. Sent to Freeman Hickey Reply: Weeds have been cut/removed-Sept 9</p>
completed	7-Sep-21	T&E	Class B	<p>Gleichen Backtrack BT443E Weeds over grown in walking paths and entraining/detraining locations. Need to be cut/removed. Sent to Freeman Hickey Reply: Weeds have been cut/removed-Sept 20</p>
completed	8-Sep-21	T&E	Class C	<p>Lathom Anchors and spikes in detraining path. Remove pile. Sent to Freeman Hickey Reply: Anchors and spikes have been removed-Sept 20</p>
completed	7-Sep-21	T&E	Class B	<p>Stangmuir BT445d Weeds need to be cut/removed. Sent to Freeman Hickey Reply: Weeds have been cut/removed-Sept 21</p>

completed	4-Mar-21	T&E	Class B	<p>Alyth Bunkhouse – refer to SHR 70000003907</p> <p>1) Black out curtain ripped or missing. Rooms 22, 32, 25, 29, 26, 27, 4, 18, 6, 10, and 12.</p> <p>April 7 – Scott Welling, black out curtains are being replaced as rooms are available, 2 rooms left to be completed.</p> <p>Update –There are 2 rooms to be completed by the end of next week.</p> <p>Update (Aug 19) – Bottom brackets to be arriving next week.</p> <p>Update – There are 8 rooms done and 16 rooms to be completed. Facilities will block off 5 rooms at a time to complete. Timeline: September 17, 2021</p> <p>Update (Sep 23) – As per email from Scott Welling, Blackout blinds have been repaired in all sleeping rooms. Material has been ordered for the blinds. ETA is 3-4 weeks.</p>
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Customer / Industry Inspections:

Status:	Date:	Department:	Classification:	Description (include description, action taken by who and when to be completed by):
completed	12-Oct-21	T&E	Class C	Indus Elevator Recently renovated facility, no new restricted clearance, footing was good, and weeds are non existant. Good clean site with no visible issues. New job aid to follow.
completed	12-Oct-21	T&E	Class C	Cargill Grain Elevator Carseland Good clean site
completed	12-Oct-21	T&E	Class C	Pioneer Carseland Good clean site. Weeds freshly trimmed.
completed	9-Sep-21	T&E	Class C	Dunmore Pioneer Elevator Clean site. No issues.
completed	7-Sep-21	T&E	Class C	Patterson Grain Gleichen Clean site except of the switch located by sprout. This switch could not be lined. Waiting to hear back on when customer can complete. Reply (Oct 14): Jamie Smithson contacted and reported completed.
completed	18-Aug-21	T&E	Class B	Viterra 1. Weeds need to be cut – Weeds have been cut 2. Brooms/shovels need to be put into place – brooms/shovels have been put in place Timeline: 17-Sep-21

Safety Hazard / Unsafe Condition Reports:

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

Status	Date	Department	Classification	Description
closed	28-Sep-21 Emailed on 30-Sep-21	T&E	Class B	SHR 70000004344 – L20043 Unit L20043 box of truck is filthy, if using for crews, we put bags with clothes', lunches with food and machine devices such as CPAP machines in there. Please have ... clean the truck. Car wash with tunnel cover open. Reply: L20043 will be cleaned and/washed. Enhanced cleaning will be done going forward.
closed	28-Sep-21 Emailed on 30-Sep-21	T&E	Class A	SHR 70000004345 – Super 8 Swift Current-Room 324 Found bed bugs in room 324. Front desk of hotel advised. Close and fumigate entire hotel, single rooms have been done and non-effective. Reply: The hotel was contacted. As per hotel policy and procedures, room 324 was immediately taken out of service along with the rooms adjacent to it. Room 324 and the adjacent rooms have all now been fumigated.
closed	28-Sep-21	T&E	Class A	SHR 70000004334 Medicine Hat and all over We are currently in the worst outbreak of covid-19 in Alberta. And i feel 2 key points need to be re looked at. 1. The pandemic line need to stay open so employee have a place they can get real time information and direction on what to do. I already see many people wondering what is going to happen when it ends. 2. Deadheading 2 crews in 1 cab currently on the creek sub you can get a dh with 2 crews with a return to work driver in a truck. Yes i do know you still have to mask up but when I have to sit in the back seat and be physically touching the person next to me because there is no room this is not right. Arms shoulders legs - I know the first point is a probably on a bigger level but the 2nd point can be fixed easily by calling another cab. There is no room currently in hospitals. I feel we as group can do better, Thanks. No more 2 crews to a cab/truck. keep the pandemic line Reply: The Pandemic line will remain open during regular business hours for employees to call in with questions or concerns as long as we are continuing to deal with the COVID-19 pandemic. In regards to having multiple employees in one vehicle while being transported, the company and its employees or 3rd party drivers are following all regulations and protocols implemented by the government and employees are required to wear their mask when transporting via Hallcon, CP or 3rd party vehicles.
closed	19-Sep-21	T&E	Class C	SHR 70000004323 West end Swift Current Weeds between 2S+3A, 3A+4L, 4A+5A, 5A+6A at west end Swift Current. Major Tripping Hazard. Cut and remove before snow Reply: Weed have been addressed and cut down in Swift Current yard by Engineering Services.
closed	29-Aug-21	T&E	Class C	SHR 70000004290 East of Bassano - Signal #970D (siding) Hard to identify during the daytime. Need to be about 4-5 cars away to identify the signal. Signal needs to be readjusted. S&C performing inspection today.

				<p>Reply: S&C advised they checked the voltages for the correct brightness, he checked the alignment to ensure it wasn't off line and cleaned the lenses so the lights came through clearly.</p>
closed	26-Aug-21	Mechanical Chad Deconne	Class C	<p>SHR 70000004289 Carseland (Train 603-854) Car department employee replaced brake shoes at Carseland. CD employee are in dangerous location by doing their work in a normal/regular basis at Carseland Main track with trains going by on the adjacent track. I've observed that employee does not have a spotter or any sort of protection around him from moving equipment from the adjacent track, while an eastbound train was approaching his location.</p> <p>Update – Chad Decoene-Dir Car Reliability & Quality id working on this</p> <p>Reply: Car Department employees work while monitoring the radio of approaching adjacent trains. Additionally they do not foul the adjacent track while working without proper protection. The CD employees are working just as safely as Carseland industrial T&E employees do on the same track.</p>

Risk Assessments Completed:

Status:	Date:	Department:	Description (include description, action taken by who and when to be completed by):
closed	19-Aug-21	T&E	<p>Tail end deadheading Maple Creek sub on east bound trains. SHR#700000003994, SHR# 700000002654, SHR#10627, SHR # 700000002436, SHR# 700000002437.</p> <ol style="list-style-type: none"> 1. Determine effects on individuals required to be exposed to carcinogenic diesel fumes. 2. Determine short term effects on neck and back. 3. Determine long term effects on neck and back. <p>Assessment to be based on run-ins and run-outs, locomotive and track condition are secondary, length of trains and marshalling create excessive buff forces. Lead and tail end accelerometer to be compared at same locations, with multiple train configurations. Ex: bulk, intermodal, and manifest.</p> <p>Update – Working with the safety group</p> <p>Reply: As per email from Jason Inglis Oct 14 "I am responding to the WHSC concern raised regarding diesel exhaust exposure during deadheading operations. I can tell you that this item has been discussed a number of times at CP and it was escalated to the Policy Committee in 2016.</p> <p>Deadheading employees is a safe and important process for any railway company to maintain fluidity within its network and ensure crews are available when needed at each location. CP has taken reasonable steps to identify hazards related to deadheading crews onboard locomotives, assess the hazards and implement remedial actions where required.</p> <p>The air quality in the lead and trailing unit has been tested a number of times by 3rd party consultants and the regulator (Labour Canada on behalf of Transport Canada) in 1999 and 2000. The air quality has consistently been found to be acceptable by these independent reports including the Transport Canada study.</p> <p>The Transport Canada study measured a number of potential diesel exhaust indicators throughout the locomotive cab during both winter and summer conditions. The primary contributors to the presence of diesel exhaust inside</p>

		<p>locomotive cabs were identified to be the positioning of the locomotive cab windows (opened/closed) and the number of locomotive stacks preceding the window (as entrainment through the window was the primary source).</p> <p>Parameters such as carbon monoxide, nitrogen dioxide, nitric oxide and elemental carbon (as a surrogate for diesel exhaust particulate) are typically measured and compared to threshold limit values (TLVs) where they exist. There currently is no TLV for elemental carbon nor has there ever been a TLV, but during the Transport Canada study a proposed TLV of 50 micrograms per cubic metre of air ($\mu\text{g}/\text{m}^3$) existed and was used for comparative purposes throughout their report.</p> <p>Under unique circumstances where there appears but be less comfortable levels of diesel exhaust in the cab, crews are permitted to move to the lead locomotive when space permits – although this is as feasible during the pandemic or contact the Operations Center who will make arrangement to remove the employee from the train.</p> <p>Organizations such as IARC did update their carcinogenicity rating and as a company we need to take reasonable measures to maintain diesel exhaust levels as low as reasonably achievable. We cannot eliminate the presence diesel exhaust at our company nor can it be eliminated from society. However, at CP we are taking reasonable measures to maintain exposure as low as possible and remaining within acceptable limits for exposure to hazardous substances prescribed under the Canada Safety and Health regulations. It is important to note that diesel engines/processes are very common in society and it is not possible to eliminate the presence of diesel exhaust completely.</p> <p>Based on the rationale explained above, the company will continue to periodically deadhead employees in the trailing unit. We will also review if/when necessary, the slack action and train activity as a committee on a case by case basis reviewing facts prevalent to specific trains and locomotives.”</p>
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Work Refusals / Right to Challenge:

			Description
Status:	Date:	Department:	(include description, action taken by who and when to be completed by):

Taxi Exception Reports:

			Description
Status:	Date:	Department:	(include description, action taken by who and when to be completed by):

Old Business Review:

Item Number:	Item Origin:	Old Business Description:	Responsible Person(s):	Status:	Due Date:
1	SHR 70000004196 29-Jul-21	<p>SHR 70000004196 Larkall Depot Tracks</p> <p>Carmen unfamiliar with procedures sent out to inspect trains without adequate track protection or instruction by management. In 2014 there was a near miss with two mechanical employees when a train was sent through a work area with "blocking", resulting in the procedure that has been in use until now. ES has provided TOP protection in the past, mechanical management instead passed the buck and relied on T&E to arrange protection that has been deemed unsafe by incidents and meeting in the past. In past practice ES has provided TOP protection when Carmen were not available to do so. Instead Employees unfamiliar were sent one from out of terminal, one a new transfer and were told that blocking, that has failed in the past, would be enough to protect them. Two trains were inspected this war, increasing the odds of injury and incident. Moose Jaw has developed manual switch overrides for main line and pasqua, systems that we were told in the 2014 meeting would be cost prohibitive to allow the carmen to lock out and work safely. This system should be applied to Larkall allowing a superior form of physical lockout.</p> <p>Reply: Kory Hill will contact Mr. S Hunter in Moose Jaw and see if we can simulate what they do F1/F2 in Moose Jaw. As well as line TOP training for all road guys by the end of September if trainers are available.</p> <p>Update – Waiting to hear back from training department on when to set up classes.</p> <p>Reply: Training has been scheduled for October 14&15, 2021</p>	Mech Mgr Kory Hill	closed	9-Sep-21
2	T&E Committee members 13-May-21	<p>Step 1 of 127.1 for contravention of 135.1 Payment of wages. Bulletin number LR-009-21 requires committee members to contravene Canada Labour code 135.1 and the Medicine Hat terms of wages and time alliance section 17. Committee members use the provided CP Rail turn tracking system to submit for wages.</p> <p>Update: WHSC Representatives from Union will be Thomas Stehr and Management will be Asst Supt Ashley Reid performing the investigation as per Step 2 of the 127.1</p> <p>Update (Aug 19): This has been Referred to the Head, waiting investigation result.</p>	Co-chairs	open	8-Jul-21

3	T&E	<p>Calgary – Alyth Rest House facility emergency response procedures and posted Maps: No mention of second crossing that is to be used when main crossing is blocked. It was blocked again on August 3 – 10, 2021. Delay in emergency vehicles arriving at bunkhouse, if required, may have detrimental consequences. SHR# 700000003819 Update – Scott Welling to go over map with committee members today (Sep 9) and will do updates. Reply: As per Scott Welling-Signs will have a sticker placed on them indicating where the extra route will be at.</p>	Scott Welling	closed	14-Oct-21
4	T&E	<p>WCB Policy part II is not being followed. Appropriate safe full return to pre-injured duties may be impaired, and further damage to injury. Injured individuals are being provided information that does not follow WCB Policy part II. CP is creating a return to work plan without medical information (question 14), no functional abilities form (question 5), and no options are being provided to the injured individual (question 5). WCB Policy: 04-05 part II, question 14. What is “suitable work”? The answer, Suitable work is work that the worker is medically able to do, does not make the injury worse, and will provide benefits to both the worker and the employer. WCB Policy: 04-05 part II, question 5. What are the cooperation provisions for employers and workers? The answer, Employers must: attempt to provide suitable employment that is available and consistent with the worker’s functional abilities and that, when possible, restores the worker’s earnings to the level paid on the date of the accident; WCB Policy: 04-05 part II, question 5. Another example is that a case manager may ask the worker and employer to identify alternative or suitable work options that will meet the worker’s anticipated restrictions, involving the union where required.</p>	Jason Inglis	open	14-Oct-21
5	T&E	<p>Super 8, fumigation of facility for bed bugs. From March 4 to date, 7 times bed bugs have been reported. The one, two room fumigation has proven to be ineffective. Reference August 12th email. Update: Can we have hotel fumigated in one day? Update: Orkin inspected Swift Current station where employees keep their bags. No evidence found. Further reviewing taxi company cabs for any signs of bug activity. Exploring the idea to use Bed Bug Detection Dogs to identify activity in hotel.</p>	Committee to explore lodging alternatives and fumigation process	open	18-Nov-21

6	T&E	<p>Timely closing/progression of items in minutes. Items on minutes since November 19, 2020 (escalated Item) and March 4, 2021 (work place inspection).</p> <p>Reply: Outstanding items have been closed off.</p>	T&E	closed	14-Oct-21
7	T&E	<p>Planned inspection of trains and subsequent car set off.</p> <p>Crews being instructed that train will have multiple cars inspected by Carmen. This is currently happening between Strangmuir west and Dalemead.</p> <p>CROR 103. PUBLIC CROSSINGS AT GRADE</p> <p>(d) Except at those public crossings indicated in special instruction, no part of a movement may be allowed to stand on any part of a public crossing at grade, for a longer period than 5 minutes, when vehicular or pedestrian traffic requires passage. Switching operations at such crossing must not obstruct vehicular or pedestrian traffic for a longer period than 5 minutes at a time. When emergency vehicles require passage, employees must cooperate to quickly clear the involved crossings.</p> <p>Concern 1 – Train crews not being provided the tools to adhere to CROR regulations.</p> <p>Concern 2 – Carmen working on trains with adjacent main track. SHR#70000004289</p> <p>Reply from Chad Decoene email October 12</p> <p>“All minor inspection/repairs on 603 series trains are being completed by qualified Employees under accordance to rules specifically M-30 Safety On or About Tracks, T-20 On or About Tracks and M-35 3-Point Protection. Employees on the ground are updated with current train line up through Carseland, monitor appropriate radio channel and are in continuous contact with the 603’s head end. Rules do not require Mechanical Employees to have a spotter. This work being performed is a test case for 603 profile trains. Additional locations are being identified for the work required.</p> <p>Crossing Protection: Trains stopped for inspection will not be allowed to stand for longer than 5 minutes when vehicular or pedestrian traffic requires passage”.</p>	Mechanical Chad Decoene	closed	14-Oct-21

New Business Review:

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

1	T&E	<p>Covid – 19 precautionary measures. Reference SHR#700000004334</p> <p>Government of Canada Covid – 19 prevention. Physical distancing means avoiding close proximity and direct physical contact when interacting with people from outside your immediate household. Modify your routines to limit or avoid close interactions or direct physical contact with others. Individuals in vehicle transportation when required to have more than three passengers are not provided options to abide and prevent physical contact.</p>	Jason Inglis to check into	open	18-Nov-21
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Escalated Item:

Item Number: Item Origin: Escalated Item: Responsible Person(s): Status: Review Date:

1	<p>Committee members</p> <p>November 19, 2020</p>	<p>Enhanced FTO safety concerns;</p> <p>1.Attention of engineer is taken away from required tasks and is required on monitoring FTO. System Bulletin issued November 18, 2020 - closed</p> <p>Reply: Monitoring FTO is part of regular operation of trains utilizing enhanced locomotive software, it goes along with monitoring gauges, speed & train operation as part of a locomotive engineers job duties. An LE unable to perform these duties can request assistance/coaching and will be observed and coached accordingly on his/her job duties.</p> <p>2. Training inadequate. Trip Optimizer Supplemental Operator Training job aid provided, Road Manager available for further education.</p> <p>November 18 2020-closed.</p> <p>3. GOI violations are continuous, GOI is implemented for the safety of the crew, safety of the public, and safe train operations.</p> <p>Examples of GOI violations,</p> <p>Reply: FTO does not take over full responsibility of the train, the locomotive engineer must intervene and ensure train handling requirements and practices are met.</p> <p>a)FTO instructs Engineer to make minimum application with no plan of the 10psi reduction Section 1 36.0 Minimizing Sticking brakes C- The total</p>	<p>Tabled for review after Alyth Hazard assessment, planned for December 17, 2020</p>	closed	14-Oct-21
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		<p>brake pipe reduction should be 10 psi or more before the release is made. An overall reduction of less than 10 psi should therefore be increased to 10 psi or more before releasing. Brake pipe exhaust must be stopped for at least 20 seconds before releasing.</p> <p>Reply: GOI Section 1, Item 36.1 indicates it is acceptable for a LE to release the automatic brake from a minimum reduction, provided that an appropriate reduction (10 psi or greater) and release is made to “clean up” the train brakes prior to passing the next HBD.</p> <p>If in the judgement of the LE that a “clean up” is required (HBD coming up or not) then by all means. Our FTO instructions do not prevent an LE from making this decision, nor will this force manual control or impact available auto mille utilization.</p> <p>If prompted to release the brake prior to the brake pipe exhaust ceasing for at least 20 seconds, FTO does not prevent the LE from waiting the 20 seconds prior to releasing – wait the remainder of the 20 seconds and then release. If the additional waiting period is greater than 15 seconds from the time of the prompt, it will just require manual control. If this happens, resume auto control when practical.</p> <p>LE’s can review the TO Supplemental Operating Training book issued in July 2020, pages 8-10, which shows instructions on releasing from a minimum.</p> <p>Furthermore, the reason TO prompts a release following a minimum is because CP is the only Class I in NA that requires a 10 psi automatic brake reduction prior to passing the next HBD. The other six railways release from a minimum. The TO logic is interoperable with all seven Class I’s and the Human Machine Interface (HMI) is the same.</p> <p>b) FTO transitions with GOI requirements Section 1 38.2 When changing from motoring to DB when the train is in motion, pause for ten seconds with the throttle in IDLE. c)38.6 Dynamic Brake (DB) Limitation Reply: When transitioning from Motoring to DB, FTO software will wait the required time to prevent damage to equipment. Any exceptions can be</p>			
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		<p>reported following the FTO exception reporting process.</p> <p>C - When governed by a Temporary Speed Restriction: the DB effort MUST NOT exceed 40 Klbs on AC locomotives Conventional: one half mile prior to the temporary speed restriction, and until the locomotive(s) are no longer on the temporary speed restriction. Distributed Power: one half mile prior to the temporary speed restriction, and until the entire movement has passed over the temporary speed restriction. Reply: FTO will always use dynamic brake as the primary method of controlling speed. Slow orders should appear on the FTO system, each locomotive consist approaching a slow order is limited to 160 klbs of tractive effort (40 klbs per consist). It will use dynamic brake up until the point that airbrake is required. If the Locomotive Engineer determines necessity of air brake application – make it – and report the incident.</p> <p>d)FTO uses independent motoring, violates Section 2 b) Remote Locomotive Operating Restrictions – Mixed Locotrol Trains ONLY (as defined in Section 7, item 2.3) Independent Motoring (Back Group) i)When the remote locomotive(s) is in independent motoring (back group), use the same throttle position as the lead locomotive consist, or a lower throttle position than the lead locomotive consist. ii) When the lead consist is in dynamic brake, do not use the remote locomotive(s) in throttle position. System Bulletin issued November 18, 2020 Reply: As per CPSB-129-20 Operation in Enhanced Auto Independent mode is not governed by GOI Section 2 Item 2.0 paragraph b) i) and b) ii).</p> <p>What violations is the engineer required to overlook? How is the engineer supposed to plan train control without knowing when he will be required to intervene? - Open New bulletin issued- Jason Inglis November 19, 2020 Reply: FTO does not take over full responsibility of the train, the locomotive engineer must intervene</p>			
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		<p>and ensure train handling requirements and practices are met. Refer to current bulletins on any GOI exemptions applicable while operating in FTO. Anything else requiring the locomotive engineer to intervene should be reported as per the proper FTO exception reporting process to ensure ongoing updates to the software can correct the exceptions.</p> <p>Update December 10, 2020 1. Item was closed, bulletin has proven to be inadequate. Information from Alyth hazard assessment needs to be reviewed. 2. Locomotive should automatically follow suit. In an emergency/critical situation distributed power locomotives need to work in unison, multiple steps should not be required for this. Reply: The system is designed that way – the operators should understand this and, when in doubt, allow enough time to execute transition safely and efficiently. This process is used by all other Class 1 RR's in NA and has been validated via Policy Committees and RA's.</p> <p>Review is needed of the Alyth hazard assessment to determine implication on Brooks and Maple Creek subdivision. Reply: RA was completed and all actions were reviewed and confirmed complete by the Alyth HSC as of May 2021.</p> <p>Risk Assessment completed, Waiting for information to be reviewed by committee- Jason Inglis January 21, 2021 Email sent to Mark Clarstrom, Mgr Operating Practices, and March 18 – to provide update with use of Alyth Hazard Assessment.</p> <p>Update – Jonathan Morris is the new Mgr Operating Practices. Update will be provided by next H&S meeting.</p>			
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Miscellaneous / Comments:

<p>1. Time for Co-chair to review and approve October minutes</p>
<p>2. Employees are to enter Safety Hazard Reports into the Safety Hazard App as per Bulletin INFO-AB-205-21. Job aid is included in the bulletin. If individuals require assistance, T&E, Trainmaster, and committee members are available if assistance is required during the transition of paper hazard reporting complete removal.</p>

Next Meeting:

Place	Date	Time
Via Conference/Training room if you feel comfortable to be at meeting.	18-Nov-21	09:00 AM
Meeting Adjourned At: 9:45 am	Approved by Management Co-Chair: Jason Inglis	Approved by Union Co-Chair: Patrick Nahmiash
End of meeting recap completed? Yes		