

## Medicine Hat Cross - Functional Health & Safety Committee

June 13, 2024



## Agenda:

Safety Briefing

Attendance/Confirm Quorum

Call to Order

Introduction of Guests

Review minutes of previous meeting/errors/omissions

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

Miscellaneous/Comments

Confirm minutes, all action items an closing comments

Confirm date/time of next meeting

**Safety Briefing: Patrick Nahmiash**

## **Committee Members:**

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

Kyle Leafloor	kyle.leafloor@cpkcr.com	403-803-8849	Mgr, T&E	Co-Chair	4	Yes	Yes
Mark Ellis	mark.ellis@cpkcr.com	403-580-7199	Mgr, T&E	Member	1	Yes	No
Patrick Nahmiash	patrick.nahmiash@cpkcr.com	403-458-1825	T&E Engrs	Co-chair	5	Yes	Yes
David Getz	david_getz@outlook.com	403-529-7724	T&E, Cndrs	Member	4	Yes	Yes
Colin Sehn	colin.sehn@cpkcr.com	403-866-1306	Mgr, T&E	Alternate	2	Yes	No
Evan Deadlock	evan.deadlock@cpkcr.com	403-548-5587	Mgr, T&E	Alternate	3	Yes	Yes
Ryan Marshall	ryantcr@icloud.com	403-580-6552	T&E, Engrs	Alternate	2	Yes	No
Darren Burzminski	darren.burzminski@cpkcr.com	403-548-1212	T&E, Trnm	Alternate	1	Yes	No
Jason E Ross	jasone.ross@cpkcr.com	403-581-0752	Mechanical Union	Member	3	Yes	No
Miles Heit	miles.heit@cpkcr.com	403-548-4970	Eng. Track Structure	Member	0	Yes	No
Geoff Tedrick	geoff.tedrick@cpkcr.com	306-313-8244	Mgr, Eng. Track Structure	Alternate	0	Yes	No
Daniel Villeneuve	daniel.villeneuve@cpkcr.com	705-698-4330	Mgr, S&C	Member	1	Yes	No
Kyle Bachmier	kyle.bachmier@cpkcr.com	403-866-9121	Maintainer, S&C	Member	4	Yes	Yes
Colton Moquin Brooks Sub	colton.moquin@cpkcr.com	306-713-3714	Mgr, Eng Track / Structure	Member	2	Yes	No
Willie Davis Maple Creek Sub	willie.davis@cpkcr.com	403-866-9955	Mgr, Eng Track / Structure	Member	3	Yes	Yes
Kory Hill	kory.hill@cpkcr.com	403-329-7794	Mechanical Mgr	Member	4	Yes	Yes

Jody Barron	jody.Barron@cpkcr.com		Eng. Track Structure	Alternate	0	Yes	No
Nick Lepard Brooks Sub	nick.lepla@cpkcr.com		Eng. Track Structure	Member	3	Yes	No
Vicki Martin	vicki.martin@cpkcr.com	403-528-5000	Other	Secretary	5	Yes	Yes

**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.

**Meeting Called to Order by:** Kyle Leafloor 10:04

**Guests:** TM Matt Blanchard

**New Errors / Omissions Last Month's Minutes:** Nil

**Motion to Accept Minutes as Submitted/Amended:** Patrick Nahmiash

**Employees & Geographical Region WHSC Represents:**

Craft Employees Represented                      Subdivision Miles Represented:                      Numbers Represented:  
 Department                      WHSC member:                      (Include subdivision name and mileage range)                      Employees Buildings

<b>T&amp;E, Engrs / Cndrs</b>	Patrick Nahmiash / David Getz	Medicine Hat Yard, Brooks and Maple Creek Sub - the number is the total for Engineers and Conductors	256 Updated on Apr 29	2
<b>Mech, Car</b>	Jason E Ross	Medicine Hat	2	1
<b>Eng, Track Structure</b>	Miles Heit, Nick Lepard	Medicine Hat, Maple Creek Sub, Brooks Sub	26	6
<b>Eng, S&amp;C</b>	Daniel Villeneuve	Brooks, Maple Creek	14	4

	T&E		Engineering		Mech.-Car	
	2024	2023	2024	2023	2024	2023
<b>FRA Reportable Injuries</b>	4	2	2	1	0	0
<b>Non-FRA Reportable Injuries</b>	0	0	1	0	1	0
<b>FRA Train Accidents</b>	1	0	0	3	0	0
<b>Non-FRA Train Accidents</b>	4	2	1	3	1	0
<b>Rule Violations</b>	0	3	0	0	0	0
<b>Motor Vehicle Accidents</b>	0	0	0	0	0	0

Date of Last Local Incidents	T&E	Engineering	Mech.-Car
<b>Number of Days Since:</b>	Date (Days)	Date (Days)	Date (Days)
<b>Personal Injury</b>	25-Mar-24 (81)	14-Jan-24 (151)	11-Jun-24 (2)
<b>Train Accident</b>	06-Jun-24 (7)	12-May-24 (32)	05-Jul-22 (708)
<b>Rules Violation</b>	16-Jun-23 (359)	24-Apr-21 (1145)	01-Jan-17 (2719)
<b>Motor Vehicle Accident</b>	12-Jan-19 (1978)	29-Mar-21 (1171)	07-Aug-19 (1771)

## Previous Month's Last Incident / Injury Causes:

### Personal Injuries:

11-Jun-24	No	Yes	<p>IM 1002116312 Personal Injury (Mech)            Rail Car Mechanic was in the process of removing a train line clip to release the pressure of the train line to install the number 8 vent valve. After bending the tabs on the clip to remove it RCM Ross used a pry bar to put pressure against the clip to remove it from the car. He was using a hammer to hit the clip. RCM stated he was off to the side of the clip once it freed from the beam it shot towards his face. The clip struck RCM in the mouth cutting his bottom lip on the inside and outside.</p> <p>Action Taken: Escalated to VP Bradley Roberston; Initial Incident Report completed by employee; H&amp;S Rep Ross and Assistant Superintendent Mark Ellis did re-enactment; Incident drilldown completed.</p> <p>Preliminary Cause: Human Factor – Line of Fire</p>
21-May-24	No	Yes	<p>IM 1002103340 Personal Injury (ES)            Employee using hydraulic tamper to tamp installed ties. Head on tamper broke off and contacted employee's right foot where steel toe protection is not available. Employee thought pain would subside and carried on with work, eventually contacting supervisor to notify.</p> <p>Action Taken: Escalate to employee's manager, director and chief engineer; Initial incident reports were completed; Employee sought medical attention.</p> <p>Preliminary Cause: 4: Equipment</p>

### Train Accidents:

Date: FRA Reviewed: Description:

6-Jun-24	No	Yes	<p>IM 1002113450 Other-Stop short of stop signal (Murdoch)            Medicine Hat crew on train 119-03 performed their lift out of CIF then proceeded back to their train on the south main track. The crew then pulled their train down to make a cut for their set off. After applying 4 handbrakes, they were performing a release test when their tail end rolled approximately 15 feet past the signal at Murdoch.</p> <p>Action Taken: Escalation to GM/VP. •Pictures of incident obtained. •Initial incident reports obtained and crew interviewed. •Event Recorder obtained from lead unit (CP 8705). •CTC Replay Recording Obtained. •Crew taken for post incident testing.</p> <p>Preliminary Cause: Human Error – failure to stop short of stop signal</p>
3-Jun-24	No	Yes	<p>IM 1002110885 Derailment            Medicine Hat Engineer on train 243-01 stopped movement to line the East wye switch for intended route. He failed to notice that the Bull switch was lined against his movement. After lining the wye switch, the engineer pulled westward subsequently running thru the Bull switch resulting in a 4 car derailment.</p> <p>Action Taken: •Escalation to VP. •Yard Camera footage reviewed . •T&amp;E attended. •Engineering attended. •Initial Incident reports completed. •Post Incident testing completed.</p> <p>Preliminary Cause: Human Error, failed to line switch for intended route</p>
12-May-24	No	Yes	<p>IM 1002097680 Maple Creek Sub (Hatton) ES-Track            At approximately 0700, the AB Surf 2 crew (Mark IV tamper and regulator) cleared the main track on the Maple Creek sub into a spur off MP103.3 after graphing a curve on the main. The mark IV operator brought the machine to a controlled stop, after clearing the switch by about 250 feet. The regulator operator failed to stop and collided into the tamper causing damage to both machines. The incident was immediately escalated to the crew's supervisor and the director of track. The crew was brought in for D&amp;A testing. The damage is currently being assessed and the operator has been held out of service pending investigation.</p> <p>Action Taken: Escalate to manager, director and chief engineer. - Initial incident reports were completed. - Employees were brought in for D&amp;A testing. - Employee is currently held out of service pending investigation.</p>

			Preliminary Cause: Human factor, lack of attention/ distraction. - Failing to operate per track unit speed. - Wet/ dewy rail
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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):
Closed	9-May-2024	T&E	Patrick Nahmiash and Ryan Marshall participated in committee work; Safety meeting and updated Terms of Reference.
Closed	10-May-2024	T&E	Patrick Nahmiash participated in committee work; Finished ICRP reports.
Closed	11-June-2024	T&E	Patrick Nahmiash and David Getz participated in committee work; Site inspections.
Closed	12-June-2024	T&E	Patrick Nahmiash and David Getz participated in committee work; Site inspections.

**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 (AB South)**

**Top three:**

1. CRT9 - Derails
2. CRT26.3 – Switches
3. CRGRC - Verbal Confirmation Between Crew

**Workplace Inspections:**

Status:	Date:	Department:	Description Classification:	(include description, action taken by who and when to be completed by):
Closed	11-June-2024	T&E	N/A	Antelope back track (MT304A) – good clean site
Closed	12-June-2024	T&E	N/A	Kincorth back track (MT318A) – good clean site
Open	12-June-2024	T&E	Class B	Cardel back track (MT314A); 1. 2 piles of metal in entraining and detraining paths. 2. Uneven walking conditions along entraining and detraining paths.
Open	12-June-2024	T&E	Class B	Hatton back tracks (MT319A & MT319B) - Walking conditions along entraining and detraining paths (debris). <b>Timeline: End of June</b>



## Customer / Industry Inspections:

Status:	Date:	Department:	Classification:	Description
Closed	11-June-2024	T&E	N/A	Antelope SWT– good clean site

## Safety Hazard / Unsafe Condition Reports:

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

Completed	31-May-24 entered 1-Jun-24	T&E	SHR 70000006236 Richardson Pioneer Maple Creek M4903 switch at the west end cannot be lined reverse and is out of adjustment. Adjust and lubricate switch. <b>Reply: Road Foreman Deadlock went out to Elevator to Inspect. All switches lined without excess effort. Phone call to Employee at 1343 to confirm which switch exactly to determine 100% correct switch. Only issues found were switches appeared dry from winter and instructions sent to customer to Lube all switches and adjust where needed if they require. Employee thanked for bringing concern forward before any injuries resulted and Response in regards to oiling/adjusting was provided to Employee by message at 1546.</b>
Completed	14-May-24	T&E	SHR 70000006205 Brooks-Specifically mile 66.8-67 Animal grease spilled from tank cars being switched without lids closed. Causing substantial accumulation on ties and ballast. Slipping hazard where RTE's typically walk during switching operations. Also, potential biohazard. Soap, degreasers, pressure wash, hot water, anti bacterial hazmat chemicals. Customer may be required to clean but also concerned about main track protection on blind curve with trains operating at 55mph through affected area. <b>Reply: Spills will be Vac Trucked cleaned up. As per Roadmaster Colton Moquin. Response provided to employee via text at 1954 May 14<sup>th</sup>.</b>
Completed	14-May-24	T&E	SHR 70000006206 Mile 63.1 Brooks Sub Unofficial crossing at grade commonly used for crew changes and an increased amount of use by public, that has a restricted sightline due to aqueduct. Signage for south to north vehicular traffic approx. 200' back from crossing at grade preventing sight line for eastbound trains. Several observed instances are when a westbound train is stopped in siding at monogram and vehicular traffic does not expect opposing eastbound movement at 55mph. Fully automated protection for crossing at grade. If cost and legal implications prevent my recommendations, better signage including a stop sign closer to Xing to increase sightline, but perhaps a detailed msg to the effect of " if you see a westbound train stopped here, there is likely an eastbound train coming at 55mph. Please look both ways!" <b>Reply: Stop signs will be placed at private crossing as a means of alerting pedestrians or vehicles approaching crossing. as per Roadmaster Colton Moquin. Response provided to employee via text at 1954 May 14<sup>th</sup>.</b>
Completed	14-May-24	T&E	SHR 70000006207 Cluny to Strangmuir on Brooks Sub Horses on right away. Potential risk for emergency training stops from train line separation. Excessive fuel use and burden on RTCs from constant notification to "have an eye" to operating crews. Dialogue with Siksika Nation tribal counsel regarding repair of fences separating private and corporate property. The practise currently being used once reported on a nearly daily basis is to stop trains with signals until advised to have an eye. It

			<p>takes 1.5 miles for a planned stop, and we can't swerve. Train 100 struck one of these horses on 05/13 after being advised to have an eye. The horses have been on and off the right of way for months, possibly since 2023. They will continue to be endangered until the fence is repaired in numerous locations throughout the reserve.</p> <p><b>Reply: Roadmaster Colton Moquin has been in talks with Band Leader for area and fences will be repaired and monitored to keep horses and other livestock in their appropriate fields away from tracks. Feedback provided to employee at 1954 May 14<sup>th</sup>.</b></p>
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## Risk Assessments Completed:

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

## Work Refusals / Right to Challenge:

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

## Taxi Exception Reports:

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

## Old Business Review:

Item Number:	Item Origin:	Old Business Description:	Responsible Person(s):	Status:	Due Date:
1 23-Apr-24	Committee	<p>Posted Terms of Reference (TOR) are non-compliant – Canada Labour Code (CLC) 135.1 (14), a committee shall establish its own rules. Labour has not participated or agreed to the posted TOR.</p> <p><b>ESDC and TC directed, the last agreed terms of reference (signed January 26 and 31, 2024) are active until agreement as identified in the CLC.</b></p> <p><b>Update May 9: Patrick Nahmiash to provide Terms of Reference for Committee review and Co-Chair approval.</b></p>	Kyle Leafloor Patrick Nahmiash	Open	<del>13-Jun-24</del> 11-Jul-24
2 23-Apr-24	Committee	<p>ICRP –Request for risk assessment for 'Reset Break' at the away from home terminal was requested on April 1 (email from labour Co-Chair to employer Co-Chair) due to the change in operating practices affecting personnel.</p> <p><b>Update May 8: Safety Management System parameter requirements sent to Kyle.</b></p> <p><b>Update June 11: David and Kyle appointed to step 3 of the ICRP process, reports to be submitted prior to June 21<sup>st</sup>.</b></p> <p><b>Update: A risk assessment will be completed. Patrick Nahmiash and Matt Blanchard will get together on July 5, 2024.</b></p>	Matt Blanchard Patrick Nahmiash	Closed	13-Jun-24

3	SHR 70000006121, 70000006127, 70000006154. 70000006161, 70000006132, 7000000125 Internal Complaint Resolution Process (ICRP)	ICRP requested by SHR, employees with identified concerns to each situation related to the Duty and Rest Period "Reset Break" applied at the away from home terminal. Step 2 response did not resolve perceived hazard. Update April 23: Step 3, committee appointed Kyle Leafloor and Patrick Nahmiash to investigate. Update May 8, they are not in agreement, Kyle provided report on May 8. <b>Update June 11: filed with the Head week of May 13<sup>th</sup>, waiting on ruling. Move to tabled for July meeting</b>	Kyle Leafloor Patrick Nahmiash	Open Step 3	<del>20-May-24</del> 11-June-24
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## New Business Review:

Item Number:	Item Origin:	Business Description:	Responsible	Status:	Due Date:
	Nil				

## Escalated Item:

Item Number:	Item Origin:	Escalated Item:	Responsible Person(s):	Status:	Review Date:
1 15-Nov -22	T&E	Training for T&E members for Duty and Rest Period Rules section 5-part B first on minutes November 15, 2022. Only outstanding item is access to the fatigue on duty self-assessment forms. <b>Update June 11: form available in Conductors envelope.</b>	Policy Committee	Closed	<del>8-Dec-22</del> <del>27-Jan-23</del> Feb-27, 2023 <del>8-Jun-23</del> <del>13-Jul-23</del> <del>14-Sept-23</del> <del>14-Dec-23</del> <del>11-Jan-24</del> <del>14-Mar-24</del> 9-May-24 13-Jun-24
2 16-Feb-24 entered 19- Feb-24	SHR	Non-compliant locomotives. SHR 70000006066 Locomotives not complaint with On Board Trains Occupational Health and Safety Regulations. <b>Update May 9: GM response did not resolve escalation - Escalate to policy committee.</b>	<del>Escalated to GM on April 19, 2024.</del> <del>Response on April 26, 2024.</del>	<del>Committee is not equipped with resources to resolve requirements.</del> Escalated to policy committee on May 9, 2024	<del>23-Apr-24</del> 8-Aug-24

## Tabled item:

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

## Miscellaneous / Comments:

<ul style="list-style-type: none"> <li>- ESR Bulletin Book will be kept in the ATM office due to employees vandalizing the bulletins-ripping bulletins out of book, glueing pages together and defacing the pages. A bulletin will be issued.</li> <li>- Protecting the point discussion and video (May 10 email).</li> <li>- CP Family Day will be on July 13, 2024, between 12-4 at Kin Coulee. This year we will have the mini train and will need volunteers to help with it. For those who volunteer, they will receive a CPKC hat and t-shirt. Anyone interested, please email vicki martin <a href="mailto:vicki.martin@cpkcr.com">vicki.martin@cpkcr.com</a> There will also be a food truck, bouncy castle, other activities and prizes. The grand prize will be a mini fridge with the 2816 steam engine CPKC logo on it. Bulletin will be issued this week.</li> </ul>
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**Next Meeting:**

Place	Date	Time
Medicine Hat Board room, 2 <sup>nd</sup> floor, 402 North Railway Street SE Medicine Hat AB	11-Jul-24	10:00 am
Meeting Adjourned At: 11:01	Approved by Management Co-Chair: Kyle Leafloor	Approved by Employee Co-Chair: Patrick Nahmiash
End of meeting recap completed? Yes		