

BOMBARDIER JHSC

Minutes for March 2011

DATE: Friday March 25, 2011
LOCATION: 123 Judson St Board Room
CHAired BY: Larry Sbrega
RECORDED BY: Larry Sbrega
STARTED: 1000
Health and Safety Advisor - Susanne Manai gre

MEMBERS PRESENT:

Larry Sbrega – Co-Chairman (Management) – Supervisor Train Operations
John Michaluk – Co-Chairman (Worker) –
Nerissa Daponte – Rep (Worker) – CSA

Guests:

ALTERNATE MEMBERS:

Cathy Rivas – Alt (Management) – Customer Service
QCTO Paul Gudnason – Rep Alternate (Worker) - QCTO
Jodie Prole – Alt (Worker) – CSA

Safety Briefing:

Body Count: 3 911 call: John Michaluk
CPR: Nerissa Daponte Meeting Location: North West Parking Lot

BOMBARDIER HEALTH & SAFETY COMMITTEE – TERRITORY

Union Station Rail Corridor

- Cherry St mile 332.6 to Toronto mile 333.8 Kingston Sub
- Toronto mile 0.0 to mile 1 tracks D1 and D2 Oakville Sub
- Toronto mile 0.0 to mile 1.2 tracks A2 and A3 Oakville Sub
- Toronto mile 0.0 Oakville Sub to mile 1.6 Weston Sub

CP Rail

- Jct mile 37.3 Oakville Sub and mile 60.1 Hamilton Sub
- mile 60.1 to mile 57.5 Hamilton Sub

CN Rail

- Durham Jct mi 313.9 to Cherry St mi 332.6 Kingston Sub
- mile 8.8 to mile 37.3 Hamilton Jct Oakville Sub
- mile 11.1 to mile 23.5 Halton Sub
- mile 2.1 to mile 21.1 Bala Sub
- mile 0.0 to mile 43.7 Grimsby Sub

GO Transit

- Durham Jct mile 0.0 to mile 11.7 GO Sub
- Scarborough mile 61 to mile 38.9 Uxbridge Sub
- mile 2.4 to mile 62.5 Newmarket Sub
- mile 1.6 to mile 17 Weston Sub
- mile 1.0 tracks D1/D2 and mi 1.2 tracks A2/A3 Oakville Sub

to mile 8.8 Oakville Sub (Canpa)

Injuries/Incidents for the Month of March 2011:

All employees are reminded that reporting an injury must be done immediately. A Supervisor to be contacted and the appropriate forms filled out.

See attached Log for reported injuries

Near Miss Reports:

Encourage employees to report all near misses as they are followed-up on and can make a difference. Process in place through Cathy Rivas for forwarding to Chris Kourtis daily.

See attached Log – Susanne to meet with Matt Holland in January 2011 for feedback. The committee would like to see a “follow-up” report showing the results.

Encourage your members to report rock throwing incidents. If reports come in from the same locations, enforcement will be set up in advance to possibly apprehend. They are followed up on and if caught, parents can be held liable.

Old Business:

Platform Issues: CSA's advised by Nerissa/Jodie to report all platform lighting, shelter and ramp issues first to the ROCC. An e-mail should then be sent to Nerissa and the Supervisors for furtherance to GO Transit. The committee is concerned only with mini-ramp issues that affect the safety of CSA's during loading and unloading of passengers.

Oct 1/10 – Langstaff – Accessibility ramp too high. Notice issued and safety concern placed on the DON.

Update Oct 29/10 – GO Transit advises that CN will not be able to repair platform. A new platform will be built and installed. Estimated Spring 2011 completion. CSA's will still be governed by notice - **Pending**

Dec 26/10 – Oakville Track 1 accessibility ramp too high. Notice issued to advise CSA's to hold ramp in place. GO to address issue and advise –

Mar 25/11 – Nerissa to address with GO for update - **Pending**

Feb 23/11 – Mount Pleasant. Accessibility ramp too high. Notice issued and safety concern placed on the DON.

Update Feb 24/11-CN and GO Construction out to measure location next week –

Mar 25/11 - Nerissa to address with GO for update **Pending**

Committee to be pro-active and advise The ROCC about snow clearing. The ROCC will forward to Station Ops for handling. Contractors to be advised not to shovel snow into pit area where CSA's stand and make sure this area is kept clear.

1. Jan 21/11 - Issue brought forward by Paul Gudnason with regards to Electronic Fuel Cut Out (EFCO) – BGOM Manual 1.16 – 1. Paul placed call to Chris Johnston with regards to design.
Update Feb 21/11 – E-mail sent to GO Transit. Waiting response
Update Mar 22/11 - Email sent to GO Transit. Waiting response – **Pending**
2. Feb 22/11 – Engine 602 booked for lateral sway. EDR's filled out and the shop advised. Engine pulled from service for maintenance and wheels turned Feb 24/11. Supv Doan was on Engine 602 Feb 25/11 with two different crews and problem still persists. Supv Doan to advise shop for handling – Continue to monitor - **Pending**

New Business:

1. Issues that need addressing acct WB west yard inspection – no outstanding issues that need addressing - **Closed**
2. Mar 22/11 Pit Area Mt Pleasant Tr 2 gap between pit wall and grate. Station Ops advised
Update - Mar 25/11 – Stations Ops inspected and repaired - **Closed**
3. Mar 25/11 – reported by two crews that keepers in Georgetown Yard are missing on the switches.
Update – Mar 25/11 – Orville Reid from PNR advised and addressing – **Pending**
4. Engines 603 Mar 4/11 – 645 Mar 14/11 – 637 Mar 15/11 – 612 Mar 16/11 – EDR's filled out acct excessive lateral sway. John to provide feedback on status.

CLASS OF SAFETY AND HEALTH HAZARD:

Class "A" Hazard: A condition or practice likely to cause permanent disability, loss of life or body part and/or loss (Major) of equipment, or material.

Class "B" Hazard: A **condition** or practice likely to cause serious injury or illness, resulting temporary disability or (Serious) property damage that is disruptive but not excessive.

Class "C" Hazard: A **condition** or practice likely to cause minor, non-disabling injury or illness, or non-disruptive (Minor) property damage.

SAFETY AND HEALTH SUGGESTION/HAZARD NOTICES - OLD/PENDING
(previous months)

With regard to the sway issue we reported to GO approximately 2 years ago the following happened.

GO and MPI were pressed to come up with an Engineering report from the TTCI (Transit Technology Center Inc., in Pueblo Colorado formerly run by the FRA.) and an independant consultant who was the lead designer of the GP truck at EMD many years ago.

While they were head scratching we took a good look at the wheel profile, more importantly the location of the flange. We noticed when comparing it to the F59 that the flange on the MP40

started further inboard by 1/4". This increased the width of the tread which allowed the locomotive significantly more lateral movement, which was experienced even with a newly profiled wheel.

We ran tests on locomotives with wheels reprofiled to more closely match the flange location (while maintaining the APTA240 profile unique to the MP40) of the F59s and found the lateral movement was greatly reduced to eliminated. A new tool was designed for aligning the cutter heads on the wheel milling machine based on our findings. GO agreed with our findings and approved the fix.

We have to turn wheels more often on the MPs due the accelerated profile wear caused be the increased weight and horsepower of the locomotive. A worn profile, although within parameters for servicability will cause the MP to have ride quality issues sooner than it's predecessor.

We are proactive with regard to wheel maintenance and will respond to concerns if and when they arise.

The committee agrees to advise crews to report any lateral sway issues via a new Health and Safety Hazard Notice. Should a crew need to fill out an EDR for lateral sway, a Health and Safety Notice should also be submitted. The shop has done extensive research and repairs on the MP40 lateral sway issue. The committee wants to track any re-occurring issues and forward them to the shop.

Notice # 000551 – Jan 20/10 Glare in cab car window Update Dec 21/10 - GO Transit has progressed this issue for resolution. The full width cab “Operating Area” to be modified so the door will only close in full width cab position and as such this area will not be accessible to passengers when in the trail position. Once that is done, then there will be a shield put on the window to the coach. This should help while operating at night and eliminate the glare. Will provide additional information on the expected time-line for commencement and completion once it becomes available – Also any new coaches built will come with a full width wall. Shop must first replace all locks on existing coaches prior to installing window shield.

Update Feb 24/11 – Locks for door and window covering on order. Locks must be changed out first prior to window covering for liability reasons - **Pending**

NEW - SAFETY AND HEALTH SUGGESTION/HAZARD NOTICES - NEW

.....
Nil

General Discussion

- Mattresses in the crew center replaced November 15th, 2009 - Furniture cleaned Sept 4, 2010

-Oct 28/09 Stouffville (J. Prole) /Barrie (G. Plumridge) /Hamilton (C. Scholes) will be given the task to maintain the above outpost stations. Supplies to be ordered through Walter Padovan.

-Oct/09 Inspected Hamilton Outpost. Issues around sharing space with Tech.

Update Feb 24/11 – meeting held at TH & B Feb 22/11. Looks like move into building will happen in the short term. Lockers to be moved. Also need IT to move equipment and install in new location. Push button locks will be installed as well - **Pending**

Fatigue Management Plan: Update: Dec 21/10 – The criteria has now been published with the RAC. Susanne to discuss with George Smith/Glen MacDonald/Dave Kelly for development and implementation. Meeting scheduled Jan 13, 2011.

The criteria has been distributed for review. Committee waiting for sleep disorder professional to address two pieces of the FMP for implementation into the plan - **Pending**

We should all remind ourselves that no employee should start work under unsafe conditions, no supervisor should tolerate unsafe behavior, and all employees should speak up if they have doubts regarding safe working conditions. Under no circumstances will any deviation from essential safety rules be tolerated.

Outpost inspection for next months meeting – Oshawa/Henry St

Meeting Adjourned at: 1300

Next Meeting will be held Thursday April 21, 2011

(Management Co-Chairman)
(Signed original on file)

(Labour Co-Chairman)
(Signed original on file)
