

# OCCUPATIONAL HEALTH & SAFETY

## The New WHMIS: Ready, Set, Know!

I've been hearing a lot about a new WHMIS that's coming to Canada. What is it all about? Do I need to get new material safety data sheets and labels?

WHMIS - the Workplace Hazardous Material Information System - was introduced in 1988. The main components of WHMIS are hazard identification and classification, labelling, material safety data sheets, and worker training and education.

WHMIS is not going away, and the essential elements of WHMIS such as labels, safety data sheets (MSDSs/SDSs) and training will remain. However, soon WHMIS will be changing to implement new rules for classification and labelling, and an internationally standardized Safety Data Sheet, as developed by the Globally Harmonized System of Classification and Labelling of Chemicals (GHS). Health Canada is the government body responsible for making the required changes to the federal WHMIS-related laws. Health Canada is working to synchronize implementation of the GHS for workplace chemicals in Canada as much as possible with the final implementation of the GHS in the 2012 Hazard Communication Standard for workplace chemicals in the United States.

### Why make changes?

Currently different countries have different systems for classification and labelling of chemical products. In addition, several different systems can exist even within the same country (for example, for chemicals during transport versus in the workplace). This situation has been expensive for governments to regulate and enforce, costly for companies who have to comply with many different systems, and confusing for workers who need to understand the hazards of a chemical in order to work safely.

### When is this happening?

Changes to the Hazardous Products Act (HPA) received Royal Assent in June 2014. These changes will enable Canada's implementation of the GHS for workplace chemicals. In addition, Health Canada has published a proposal to repeal the Controlled Products Regulations and replace them with the Hazardous Products Regulations (HPR) in the Canada Gazette, Part I. The consultation period ended in September, and final regulations will be published in Canada Gazette, Part II.

Health Canada's goal is to have the updated WHMIS laws in force no later than June 2015, and is working to implement the GHS as soon as possible. "In force" means that suppliers may begin to use and follow the new requirements for labels and SDSs for hazardous products sold, distributed, or imported into Canada at that time. A transition period is expected, but the dates have not yet been announced.

Provincial, federal and territorial occupational health and safety WHMIS regulations will also require updating. Employers will need to update their WHMIS training and workplace programs but the timelines and transition periods are still to be announced.



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**Local 7135**  
NOVEMBER 2014 NEWSLETTER

## PRESIDENTS MESSAGE:

[P-1& P-5] Both these lines will continue to run Tank Car, and will run until the middle of May 2015

[P-2] is running 800 Thru- sill Hoppers until April 2015. This line will then change over to Pellet Cars that are scheduled to run until January 2016

[P-3] This line is running Gondola Cars until the second week of December 2014. This line will change over to flat Cars that will run until October 2015. This line will change over again to Potash cars that will run into 2016.

[P-7] this line is running 3 Packs and will run until October 2015. There is also a possibility for additional orders for this line.

Because of the dates that our Christmas holidays fell on this year, we were presented with three options from the company for setting our vacation days. Myself and the Executive Officers reviewed the options presented to us, and choose the option that was best for the majority of the membership. This was done early so as our members could adjust their vacation schedules accordingly. We are including a copy of the options that were presented to us in this newsletter on page 4, and I am confident that once reviewed by our membership, that all questions pertaining to this will be answered.

I want to welcome all of our new members. We are asking that our senior members remember when they stated at NSC, and how difficult some things may have been for you. Please help our new Brothers and Sisters in getting adjusted to our workplace. Show all of these new members the safe way to perform their jobs, and teach them about the safety hazards in their work area.

Smoking in the lunchroom areas has not stopped. This shows no consideration for your fellow Brothers and Sisters that do not smoke, and are trying to eat their lunch. I will remind everyone, that the penalty for smoking outside the designated areas is now an automatic three (3) day suspension, without the possibility any roll back in a grievance. The Company has hinted that if the smoking in these areas continues, then they will adjust the penalty to an automatic five (5) day suspension.

Our Steelworker Christmas Dinner and Dance will be held on December 13<sup>th</sup>, 2014 at the Venetian Club in Hamilton. Tickets are available from any member of the Executive, as well as your shop Stewards.

**BOB PELLETIER**



# RAIL CAR MANUFACTURING NEWS

## Freight car backlog nears 125,000

The freight car backlog at the end of third-quarter 2014 amounted to 124,437 cars and platforms, the highest backlog level since October 1979's 127,887 (when figures were compiled monthly), according to figures Railway Age obtained from Economic Planning Associates (EPA) and the Railway Supply Institute. This third-quarter's backlog dwarfs prior high points of first-quarter 2006's 86,853 units and third quarter 1998's 69,858.

"The railcar market continues to surge," said EPA principal Peter Toja. "Even though assemblies accelerated in the third quarter, incoming orders of 42,900 cars and platforms far outpaced deliveries of 18,432 units. Most noteworthy of the third-quarter expansion in orders was the widespread demand for a number of car types. Strong increases were recorded by all types of covered hoppers, intermodal equipment, Class F cars, and tank cars. Even the long neglected boxcar segment expanded at a vigorous pace in the third quarter."

Based on the ongoing strength in several railcar types, EPA has raised its short- and long-term deliveries forecasts. Toja says he now expects deliveries of 68,500 cars and platforms this year, followed by assemblies of 84,500 units in 2015. Longer term, he expects deliveries to moderate at significantly higher levels than EPA's most recent forecast. After 76,800 cars are delivered in 2016, deliveries will remain at "the healthy level of some 75,000 cars through 2019."

"In spite of a sluggish economy, the major railroads recorded strong financial performances in third quarter, and were indicating strong investments in a number of areas, primarily for intermodal equipment and terminal facilities" Said Toja. "In addition to new intermodal terminals, expansion and modernization of existing facilities were cited by the railroads. And, we believe that these investments will be well founded as the roads look to increase market share at the expense of the long haul truckers."

"On a very positive note, demand for boxcars jumped in the third quarter. According to industry sources, the 3,510 cars ordered in the third quarter were primarily for equipment destined for TTX. It now appears that after years of neglect, TTX is looking to upgrade its extremely aged general service cars."

"Aside from TTX, there seems to be little support for boxcars from individual investors or users of boxcars. As we mentioned in previous reports, we continue to believe that the steady expansion in motor vehicle demand and production is leading to a revitalization of auto parts boxcars. However, non-automotive demand seemed quite subdued until the TTX order was placed with two builders."

"Demand for hi-cube covered hoppers turned in another impressive gain in the third quarter. Orders for 2,875 cars nearly matched the 2,950 cars ordered in the second quarter. As a result, even with a significant increase in third-quarter assemblies, backlogs expanded once again to 9,764 cars at the end of September."

"Responding to an apparent shortage of grain service cars, demand for mid-sized covered hoppers rose to an impressive 4,230 cars in the third quarter. With only a moderate pickup in third-quarter assemblies, backlogs at the end of September were 9,578 units, ensuring that car builders would have hefty backlogs as 2015 unfolds. And the outlook for grain will also support further gains in demand for grain service cars."

"Orders for small-cube covered hoppers jumped to 16,597 cars in the third quarter. And, with orders through September far outpacing production runs, backlogs have expanded from 3,228 units at the beginning of the year to a very formidable level of 34,334 cars at the end of September."

"Based on assemblies to date and existing backlogs, we expect small-cube covered hoppers deliveries of 13,000 this year and 16,000 in 2015."

## NATIONAL STEEL CAR INVOLVED IN WAR EFFORTS

As WW1 was raging in Europe, National Steel Car produced over 1.75 million shell forgings for eighteen-pounder guns and 250 Travelling Kitchens for the British War Office. This was followed by the production of 500 limbered wagons, 1588 wagons for the Republic of France and 3,300 wagons for Les Chemins de Fer du Nord. National Steel car also built 4,500 two-axle Artillery Standard wagons to be used in France for the Hudsons Bay Company.

During WW2, the NSC plant produced over 20 million artillery shells, ranging from shells for 3.7 caliber guns, to shells for twenty-five pound field artillery. At the beginning of the war, NSC was the largest single producer of shells in the Allied war effort, as well as being involved in aircraft.

In 1938, NSC acquired a hayfield in Malton Ontario, next to the Toronto Airport, and built a 50,000 square foot manufacturing facility. Initially this new plant produced 700 Anson airplanes. Following this order, the Malton plant built 225 Westland Lysander airplanes, which were used to fly spies into France. Additionally, eighty center sections and wings for the Handley Page Hampdens, twin engine bombers for the Royal Air Force were manufactured.

The Malton facility also manufactured parts for other aircraft including the Harvard, Yale, Hurricane and Martin Marauder Planes. In 1942, the company built production facilities for the Lancaster Heavy Bomber. A total of 430 Lancasters were built in NSC facilities. Sadly there are only two air worthy Lancasters left in the world, and one of them you can see every year at the Hamilton Airshow, and is operated and cared for by the Canadian War Plane Museum at the Hamilton Airport.



Limbered wagons build in 1915



Anson airplane built by NSC around 1938



Westland Lysander airplane built by NSC 1942

## Over 2000 NSC employees fought in WWI, WWII, and the Korean war.



The Cenotaph At National Steel Car Was constructed in 1998, and is the last war monument erected in North America to date.

This memorial commemorates the lives of 87 employees that went to war and lost their lives during World Wars I and II and during the Korean War. A motif encircling the memorial is carved in a 4 tonne block of stone. It depicts the transition of workers from industry to war and back to industry. The carving of this piece alone, using both modern air tools and traditional chisel and maul, took four weeks.

Full size drawings of the historic "Sword of Sacrifice", to be carved on the cross on the face of the memorial, were provided by the Commonwealth War Graves Commission, Maidenhead, England. This attention to detail was to comply with the directive that the memorial was to be historically correct. This also applied to the Army, Navy, and Air Force emblems.

A list of names and rank of those killed in action was prepared and transferred to patterns, utilizing traditional script, for carving into panels on the memorial.

NOVEMBER

11<sup>th</sup>, 2014



**They shall not grow old, as we grow old  
Age shall not weary them, nor the years condemn  
At the going down of the sun, and in the morning  
We shall remember them**



**United Steelworkers - Local 7135 Proudly Recognizes All  
Who Served and Sacrificed for Peace and Freedom**



“Demand for coal carrying equipment expanded moderately in the third quarter. After only 154 cars were ordered in the second quarter, third quarter orders amounted to 705 units. Still, the increase in third-quarter assemblies moderately eased backlogs from 2,140 cars at midyear to 2,092 units at the end of September. While electric utility coal consumption improved in this year’s first half, we expect limited demand for coal equipment until the export markets rebound in the years to come.

“In spite of further idling of coal-fired capacity by the utilities and continued pressure by the Obama Administration and the Environmental Protection Agency, domestic coal consumption advanced 3.4% year over year in the first half of 2014. In the export markets, foreign demand for U.S. coal has weakened. Through July of this year, our exports were running 15.5% below the comparable period of last year. However, we continue to believe that over the longer term, our coal exports will expand significantly. And, both Arch Coal and Peabody Energy also anticipate strong growth in coal demand overseas.

“Demand for intermodal equipment is gaining momentum. First-quarter orders of 2,207 platforms were exceeded by orders of 3,313 platforms in the second quarter, followed by a further strong increase to 4,696 platforms in the third quarter. As a result, in spite of a pickup in assemblies, backlogs at the end of September were 8,184 units, almost a tenfold expansion over the opening year backlogs of 825 units. And, we expect further gains in demand for intermodal equipment as we proceed through 2014, 2015, and into the longer term.

“Demand for non-intermodal flat cars is expanding rapidly. After 1,050 units were ordered in the second quarter, third-quarter orders amounted to 2,150 cars. As a result, backlogs expanded for the second consecutive quarter and now amount to 3,104 cars, the highest level since the first quarter of 2013.

“As we had anticipated, demand is being driven by autorack carriers. And, given the expansion in North American light production in recent years as well as the anticipation of further growth in NA production, we look for further gains in demand for the autorack carriers.

“Based on assemblies through September and current backlogs, we continue to look for deliveries of 3,000 Class F flats both this year and next.

“After 1,542 cars were ordered in the second quarter, there was no interest in mill gondolas in the third quarter. As a result, the acceleration in assemblies served to draw down backlogs from 3,097 at midyear to 2,228 cars at the end of September.

“Demand for tank cars continues to impress. After 10,628 cars were ordered in the second quarter, third-quarter orders amounted to 8,137 cars. As a result, in spite of a significant pickup in assemblies, end-of-September backlogs amounted to a healthy level of 51,582 cars. And, based on the latest projections of oil production and impending legislative issues, we look for further growth in demand for oil service tank cars. The anticipated growth in U.S. oil production, particularly from the Bakken oil shale formation, has been well documented.

“Spurred by the use of hydraulic fracturing or fracking in shale rock deposit, U.S. oil production has jumped from 5.0 million barrels per day in 2008 to 7.4 million last year and is expected to average 8.5 million this year and 9.3 million next year, according to the Energy Information Administration, the analytical arm of the Department of Energy. On the regulatory front, builders are responding to the Notice of Proposed Rule Making (NPRM) on hazardous material tank cars carrying crude oil and ethanol. At issue here is the retrofitting or replacement of a number of DOT-111 tank cars as well as the most recently built CPC-1232 tanks cars with enhancements to the bottom outlet valve and pressure relief valves that will reduce the likelihood of tank cars releasing contents in derailments. The latest estimates are that 90,000-100,000 cars currently in the fleet will be affected by increased safety regulations.

“Due to the rapid expansion in oil production and the lack of any significant pipeline additions, rail will continue to benefit, and we anticipate strong annual deliveries of oil service tank cars throughout the

# welcome little one



Exceptional Fabulous  
CONGRATULATIONS  
Terrific OUTSTANDING  
Terrific

The Family of Brother David Murphy (DEPT 610) is proud to announce the birth of his daughter Abby Beverly Murphy, on July 23<sup>rd</sup> 2014. She was born healthy at 7LBS 10oz. Congratulations as well, to proud grandparent Brother Guy Shaver and uncle Kevin Shaver who are both electricians at NSC.

The Family of Brother Dylan Barkley (DEPT 270) is proud to announce the birth of their daughter Nevaeh Barkley, on August 21<sup>st</sup>, 2014. She was born healthy at 6LBS 7oz. Congratulations as well to grandparent Kevin Barkley who is also an employee of NSC in Welding Services.

The Family of Brother Ivan Merkel is proud to announce the birth of their granddaughter Jaiden Schalkhoort on October 20<sup>th</sup>, 2014. She was born healthy at 8LBS 1oz. Congratulations as well to uncle Brother Shane Merkel.

The Executive members of our Local wish you and your families the very best.

## Christmas holiday options presented by the company

As reported in the Presidents message, here are the holiday options that were presented to us by the company. The executive has chosen option #3 as the best schedule for the majority of our membership.

### DECEMBER...Option #1 ( Work Christmas eve all shifts )

SUN	MON	TUES	WED	THUR	FRI	SAT
21	22/ WORK	23/ WORK	24/ WORK	25/ OFF	26 /OFF	27
28	29/ OFF	30/ OFF	31/ OFF	JAN 1/ OFF	JAN 2/ WORK	JAN 3

### DECEMBER...Option #2

SUN	MON	TUES	WED	THUR	FRI	SAT
21	22/ WORK	23/ WORK	24/ OFF	25/ OFF	26 /OFF	27
28	29/ OFF	30/ WORK	31/ OFF	JAN 1/ OFF	JAN 2/ WORK	JAN 3

### DECEMBER...Option #3

SUN	MON	TUES	WED	THUR	FRI	SAT
21	22/ WORK	23/ WORK	24/ OFF	25/ OFF	26 /OFF	27
28	29/ WORK	30/ WORK	31/ OFF	JAN 1/ OFF	JAN 2/OFF	JAN 3

**OPTION #3 HAS US RETURNING TO WORK ON JANUARY 5<sup>TH</sup>, 2015**

The Executive Members of USW Local 7135  
Proudly invite you to attend our Christmas dinner and dance.  
This event will be held at the Venetian Banquet Hall located at  
269 John Street North, Hamilton Ontario.  
Saturday December 13<sup>th</sup>, 2014

There are many door prizes to be won, and every member that shows up will receive something to take home with them. Prizes include a 48 inch LED T.V., Toronto Maple Leaf Tickets to any game this year in the regular season, Golf passes for many courses surrounding Hamilton, Keurig coffee machines, many LCBO baskets, and much more. Tickets are available from you Shop Steward, or any Executive member. We look forward to seeing you there.



There are still spaces left for the ice fishing trip. They are limited but we will be taking the first people that pay, and want to remind all the members that have booked a spot for this trip that we need to receive payment as soon as possible.

We have made all the final arrangements for this trip and have now confirmed the Coach Bus, and the Fishing Huts for February 7<sup>th</sup>, 2015. Our accommodations will be provided by Floyd Hales fishing outfitters in Beaverton Ontario on Lake Simcoe. Check them out at [floydhalesfishhuts.com](http://floydhalesfishhuts.com)

The Bus will pick us up in front of our Union Hall at 350 Kenilworth Avenue North and will depart from the Hall at 6:00am sharp. The Bus will have us returned at approx. 6:00pm. The cost is \$75.00 per person.

Contact Joe Paquette at [joe.paquette@usw7135.ca](mailto:joe.paquette@usw7135.ca)



The "Kingston Adult Hockey Classic" (KAHC) committee wish to extend to the United Steelworkers Local 7135, an invitation to our annual hockey tournament to be held in Kingston, ON, Canada.

**This Tournament runs from April 24<sup>th</sup>- 26<sup>th</sup> 2015.**

Each team will be guaranteed three games (possibility of five) with enough off time to enjoy the other planned activities or just go out and explore on your own. Several divisions assure all players of comfortable yet competitive play for all skills and experience levels.

Anyone interested in joining our hockey team for this tournament, contact [joe.paquette@usw7135.ca](mailto:joe.paquette@usw7135.ca). Registration must be filed by February 15<sup>th</sup> 2015. Please not that we will be registering at the recreational level.



Back by popular demand. We are looking be putting together baseball teams to play this summer. We had problems with this in the past because of the shift work schedules, but have found an organization that runs its games on the weekend. Last time we ran ball teams, we had enough registration for three teams, and we believe that that the weekend schedule will allow us to be successful in running multiple teams.

Although this is a summer sport, rosters are asked to be in before the end of December. If there is enough interest, we will register a mixed team. For all members interested, contact [joe.paquette@usw7135.ca](mailto:joe.paquette@usw7135.ca).