



**CANADIAN  
PACIFIC**



VANCOUVER TERRITORY  
RUNNING TRADES  
**Workplace Health & Safety Committee**  
(VT R/T WPHSC)  
MINUTES OF MEETING  
**JUNE 2011**

“NO JOB ON THE  
RAILWAY WILL EVER  
BE SO IMPORTANT  
THAT WE CAN'T  
TAKE THE TIME TO  
DO IT SAFELY.”

**VANCOUVER TERRITORY RUNNING TRADES  
WORK PLACE HEALTH & SAFETY COMMITTEE**

**June 22, 2011**

Josh Hills	604-240-2084	P	Craig Neill	604-999-5510	A
Chantelle Doucet	778-242-2354	P	Jennifer Rogers	778-886-9539	A
Pat Stewart	604-341-5605	P	Craig Brown	604-781-7347	A
Adam White	778-389-3414	P	Gordon Dalke		A
Gerry Ranson	604-202-5120	P	Joe Harris	778-316-5959	A
Dan Sewell	604 944-5731	P	Dan Letain	778 228-5153	A
Troy Litowsky	604-353-1371	A	Fred Herbold	604-944-5701	P
Brad Thiede	604-944-5702	A	Brian Galloway	604-944-5730	A

GUESTS:

NIL

CHAIRPERSON: Dan Sewell

RECORDING SECRETARY: Joshua Hills

CALL TO ORDER: 09:15

**Job Briefing:** Performed

**Errors and Omissions:**

	<b>Agenda Item</b>	<b>Responsibility</b>
1	Education and Awareness	All
2	Workplace Inspections review and record in tracking book	Inspectors
3	Review Safety Stats and record in tracking book	All
4	Old Business Includes Time & Action Calendar	All
5	New Business	All
6	Safety Hazard Reports	All
7	SOFA // ORCA Audit Results review and put in tracking book	All
8	General Discussion	All
9	Miscellaneous Reports	Auditors
10	Update HRDC/TC Annual Report	Co-Chairpersons

**EDUCATION and AWARENESS:**

Follow up training for alternative reps for H&S Training with Dave Barrett in early fall.

**SAFETY EDUCATION:**

Safety Blitz/footboard meetings on switch awareness.

**REVIEW SAFETY RULE OF THE MONTH**

Safety Rules and Safe Work Procedures for Trans/Fops Employees –

**104 Hand Operated Switches**

- (A) **Operation of Switches**- Semi-automatic, spring, dual control or auto-normal switches operated by hand are considered hand operated switches, and all rules governing hand operated switches apply.

**Workplace/Customer Facility Inspection**

Workplace Inspections	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD
	2	2	1	0	1	3			0	0	0	0	

Date	Workplace Location Inspected	Report #
Jan	Coqt yard (B-yard), K-yard	WPI 1-2/11
Feb	Westminster sub M0.2, X-Yard	N/O
Mar	O-Yard (N/O) B,C,X-Yard	WPI 03/11
April	O-Yard	WPI 04/11
May	A2	WPI 05/11
June	O Yard Shack, IOCO Shack, New Westminster yard.	WPI 6,7,8
July		
August		
September		
October		
November		
December		
YTD		

Customer Inspections	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD
	4	0	2	7	1	0							

Date	Customer Inspected	Report #
Jan	Allied Chemical(01-11), Columbia Container (03-11), Coastal Container.(02-11), Cascadia Terminal, (04-11).	CSA001
Feb		
Mar	West Coast Reduction(02), Viterra- L74(03)	CSA005
April	Powell Trading-06, Golden Boy-07, Canamex-08, Wilkinson Steel-17, Pacific Metals-O32, Univar-S17	CSA 6,7,8,9,10,11
May	Vanterm West, Vedder Transport (YC)	CSA-12
June	NIL	
July		
August		
September		
October		
November		
December		
YTD		

**Planned H&S Committee Activities for June 2011**

- Perform SOFA audits, collate the data.
- Review digital radio issues
- Inspection to be determined
- Painting yellow markings on the fouling point of tracks in yard.

**REVIEW OF SAFETY PERFORMANCE REPORT:**

**FRA Injury Frequency Year – To – Date as of Feb 12/ 2011.**

Frequencies gives rate of injuries per 200,000 hours worked,  
FRA injuries are injuries that require medical treatment.

FRA Injury YTD Frequency	As of: Feb 12 /2011
Coquitlam	1.37
Commuter Rail	0.00
Cascade/Roberts Bank	0.00
Williston	0.00

<b>VSA Total</b>	<b>1.05</b>
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<i>Frequency Target -</i>	<i>2.02</i>
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**ROAD INJURIES:**

- Lost Time Injuries (LTI) - 0
- Minor Injury Reports (MIR) - 1
- Medical Treatment Injuries (MTI) – 0
- Modified Duty Injury (MDI) – 0

**ROAD TRAIN ACCIDENTS / INCIDENTS:**

- Incidents - 0
- CRV - 0
- SCRV - 0

**2011 COQUITLAM / ROBERTS BANK / ROAD**

	PI NON FRA'S	PI FRA	NON FRA TA	FRA TAs	CRV'S
Jan	0	0	0	0	0
Feb	0	0	0	1	1
Mar	0	0	0	0	0
April	0	0	0	0	0
May	0	0	0	0	0
June	1	0	0	0	0
July					
August					
September					
October					
November					
December					
<b>YTD</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>

**ROAD REPORTS**

**Injuries**

<u>Date</u>	<u>Location</u>	<u>Incident Type</u>	<u>Injury</u>	<u>FRA</u>
June 3 <sup>rd</sup> , 2011	Cascade Sub	MIR	Engineer sat in jump seat for extended period of time. Despite stretching and standing repeatedly, the lack of back support/lumbar support and no arm rest, employee felt discomfort in lower back.	

**Train Incidents**

<u>Date</u>	<u>Location</u>	<u>Incident Type</u>	<u>Incident</u>	<u>FRA</u>
June 9, 2011	Mile 1.6 Port Sub	Property Damage-MVA	Mile 1.6 Port Sub. While making a reverse movement with lone occupant. Vehicle telephone pole damaging right rear bumper, quarter panel, canopy glass and tail gate. No injuries were sustained.	
June 4, 2011	0.0 Mission Sub	Property Damage	Off duty employee had personal vehicle stolen. Switch keys as well as CP portable radio in Vehicle also Stolen.	

**YARD INJURIES:**

- Lost Time Injuries (LTI) - 0
- Minor Injury Reports (MIR) - 1
- Medical Treatment Injuries (MTI) - 0
- Modified Duty Injury (MDI) - 0

**YARD TRAIN ACCIDENTS/ INCIDENTS:**

- Incidents - 4
- CRV - 0

**2011 VANCOUVER TERMINAL INCLUDING COMMUTER RAIL**

	PI NON FRA'S	PI FRA	NON FRA TA	FRA TAs	CRV'S
Jan	1	1	6	0	0
Feb	2	1	1	0	1
Mar	1	0	0	0	0
April	3	1	4	1	1
May	1	0	4	4	0
June	5	2	5	0	0
July					
August					
September					
October					
November					
December					
<b>YTD</b>	<b>13</b>	<b>5</b>	<b>20</b>	<b>5</b>	<b>2</b>

**TERMINAL REPORTS**

**Injuries**

<u>Date</u>	<u>Location</u>	<u>Incident Type</u>	<u>Injury</u>	<u>FRA</u>
May 26, 2011	Coquitlam Yard	MTI	After applying the hand brake on a hopper car, employee was crossing over to the south side when his ankle struck the cotter pin on the employee's right leg.	N
May 28, 2011	Coquitlam Yard	MIR	While taking off a hand brake at the beginning of the shift the employee experienced a strain to his right shoulder and chest.	N
June 6, 2011	Coquitlam Yard	MIR	Employee rolled left ankle while detrainning after applying a handbrake at the E/E of C14.	N
June 7th, 2011	Vancouver Yard	MIR	Switching waterfront yard, crossed over IMS car, climbing down, missed bottom rung. Felt pinch in the back and reported it to foreman. Continued working for another 2 hours or so, back progressively tightened up. Lined Track 1 switch at Westcoast reductions 3 times (noted earlier as being troublesome) and finally had to stop. Reported to supervisor at lunch break.	N
June 12, 2011	Coquitlam Yard	MIR	0700 Coquitlam Yard was pulling west out of AT07 with 108 grain empties. Employee was riding T/E of a hopper car on 'A' end south side (right Side) of car. Movement came to an abrupt stop due to emergency brake application. Employee contacted car cause injury.	N
June 12, 2011	Coquitlam Yard	LTI	0700 Coquitlam Yard was pulling west out of AT07 with 108 grain empties. Employee was riding T/E of a hopper car on 'A' end south side (right Side) of car. Movement came to an abrupt stop due to emergency brake application. Employee contacted car cause injury.	N

**TRAIN INCIDENTS**

<u>Date</u>	<u>Location</u>	<u>Incident Type</u>	<u>Incident</u>	<u>FRA</u>
June 20, 2011	Coquitlam Yard	Train Incident	The 1545 yard had just finished switching out track D03 from the W/E, they had set out 3 empty hoppers onto the shop lead and proceeded eastward with 4 loaded hoppers back into D03, they made the coupling on 6 loaded hopper cars sitting just in the clear in D03 on the W/E. The yard foreman stretched the joint and then had his movement started shoving the cars eastward in D03, the foreman looked back towards the W/E and noticed that 2 cars had derailed; he stopped the movement and reported what happened to the tower.	N
June 21, 2011	IOCO	Train Incident-RTS	RS8-21 Brakeman was riding the point of his movement into track H12-07 at IOCO refinery to spot up 6 loads, the conductor was down at the west end of track at the shack. The brakeman thought he was all lined up from the correct lead into the plant and didn't notice that the west end switch of cross-over #4 was not lined for his movement before passing over it.	N
June 7, 2011	111.90 Cascade sub	Property Damage/Train Incident 3 <sup>rd</sup> Party	The 2230 Coquitlam yard assignment was in the process of pulling track F01(A) on customers siding F01, when the top "A" end of the boxcar contacted the bottom of the overhead door leading into the building. Overhead door wasn't opened completely by security guard just prior to the railway crews arrival.	N
June 2 <sup>nd</sup> , 2011	9.2 Westminster Sub	Train Incident 3 <sup>rd</sup> Party	Crew was switching at the west end of the O yard. They had cut off 1 car in O35, conductor lined west end O33 switch went ahead, (east) when B-End, east end truck of CP1237 went on the ground. Inspection of switch revealed keeper out, handle on switch table.	N
June 10, 2011	110.00 Cascade Sub	Train Incident-RTS	RS11 backed eastward out of C19 light engine (2 units) and ran through C19 East end. Switch improperly lined.	

**Injury Review Reports Complete:**

One complete

**Investigation of Safety-Related Occurrences Protocol:**

Nil

<b>Old Business</b>				
<b>Item</b>	<b>Description</b>	<b>Who</b>	<b>Action Required</b>	<b>By When</b>
<b><u>2010- 01- 01</u></b>	<p><b><u>CP1441 is not equipped with window defoggers. (5 yard engines without defrosters)</u></b>  <b><u>April 2010</u></b> - Will be repaired when in for monthly maintenance.  <b><u>May 2010</u></b> - Shops are still looking at options on how to install defogger.  <b><u>June 2010</u></b> - Is currently in for it's annual inspection and defogger is being reviewed  <b><u>October 2010</u></b> - A prototype has been built and is being forwarded to be built  <b><u>November 2010</u></b> - To be installed this week for a test. IPS is building prototype and installed for testing next week.  <b><u>December 2010</u></b> - No Update  <b><u>January UPDATE 2011</u></b> - Engine was used several weeks ago, no defogger, cab heater has to be kept on high to keep windows clear; not conducive to good fatigue management.                      IPS is having problems with the electrical requirements.                      February 2011 - in salvation last week of February                      March 2011 - Pending. Eng 1443 is being modified and still in the shops.</p> <p>April-No update                      May-been installed waiting for more feedback.</p> <p>June: No update</p>	Gerry Ranson & Brad Thiede	<p>Shops to look at options for installing defoggers</p> <p>Installation by IPS                      Parts should arrive March 17.                      A proto type is to be built thur/fri. Engine 1443 is in for its 40 day inspection. A combination of air and heat</p> <p>Solicit feedback from locomotive engineers.                      Check to see if they have been installed.</p>	<p>Carried</p> <p>March 2011</p> <p>Carried</p> <p>Carried</p>

2010-12-02	<p><b>Cascade Sub Slide Fence –Three years ago this Committee addressed new technology for these fences. We were told it was coming but to date no improvement to the old systems in place have been made.</b></p> <p><b>DECEMBER 2010</b> – Mile 10.2 has underground cable issue; they are to install temporary cable.</p> <p><b>JANUARY 2011</b> We would like to know if the slide fence at mile 103 – 104.5 is operational.</p> <p>In regard to upgrading canyon slide fences and the cost to such. We question how it would be cost prohibitive considering the current fences appear to be on separate circuits; the RTC are able to tell if the fence is down or it is the signal/track defect. How much of a cost would it be to place these fences on a separate warning system rather than CTC.</p> <p><b>February 2011- Check with S&amp;C</b>  <b>March~2011 – Discussion with engineering Supt to include upgrade to slide fences in multi-year plan.</b>  <b>April 2011~ No Update</b>  <b>May</b>-still waiting for confirmation on plan from ES.  <b>June Update:</b> No update.</p>	<p><b>G. Ranson</b>  <b>D. Letain</b> <b>D. Sewell</b></p>	<p>S&amp;C to be contacted about upgrades to current systems in canyon</p> <p><b>Jan 2011</b> - Questions to be put toward S&amp;C about what can be done.</p> <p>Committee to prioritize slide fence upgrade. Mile10.2, Mile 39, Mile 11, Mile 3, Mile 19.</p>	<p>Carried</p> <p>Feb 2011</p> <p>Carried</p> <p>Carried</p> <p>Carried</p>
2010-12-04	<p>Lack of Fall Protection (barricade) at culvert mile 0.2 Westminster Sub.  <b>Sharp drop off from culvert, should be protected.</b>  <b>JANAURY 2011:</b> Nil  <b>February 2011 Update:</b> site inspected Feb. 22. To re-inspect with employee.  <b>April 2011~</b> Hazard is temporarily protected.  <b>May-</b> No update  <b>June Update:</b> No update</p>	<p><b>G. Ranson</b> <b>B. Thiede.</b></p>	<p>To be inspected by Committee</p> <p>Waiting for engineering to install proper protection.</p>	<p>Carried</p> <p>Carried</p> <p>Carried</p>
2011-01-01	<p><b><u>SCR 109-10 General (Allied) Chemical – product on ground as well as hole in entraining/detraining area.</u></b>  <b>February</b> – customer was inspected and given warning.  <b>April</b> ~ No Update.  <b>May-</b> the area was inspected, product was cleaned up, but hole still exists. Orange Pylon placed in the hole.  <b>June Update:</b> No update</p>	<p><b>Pat Stewart</b>  <b>B. Thiede</b></p>	<p>Area to be inspected</p> <p>Superintendent of Engineering to follow up.</p> <p>Area to be inspected by ES by next meeting.  June 22<sup>nd</sup>.</p> <p>Awaiting ES reports</p>	<p>Feb 2011</p> <p>Mar 2011</p>

<p><b>2011-02-01</b></p>	<p>-Digital Radio problems at Coquitlam. Hand held mikes tested and not being handed out. (Otto Mike)          -Yard Engine radio leaves the digital frequency to analog frequency without notice.          -No ability to make an emergency radio call in digital frequency.</p> <p><b>March~</b> 2011 otto mikes are in and being distributed. The Radio shop has received the first RITRON radio with a digital card to test in Coquitlam. Once testing is complete, they will replace the JEM radio's. They are also the standard for all Freight Locomotives company wide. Once testing is complete on the RITRON radio it will be 5-6- months to complete implementation in the yard. As an update to the S&amp;H minutes for tomorrow. Radio shops have provided us with three new radio's for testing in Vancouver which will do shortly.</p> <p><b>April 2011~</b> Rep had a long talk with radio shops about recent electronic problems. Discussed why digital – railways must be digital by 2012. Reviewed the pros and cons with digital and the proper use.</p> <p><b>May-</b>Several mikes were found to have manufacture defects, but overall response has been positive.  <b>June Update:</b> There has been material provided to develop a job aid. There is impending meeting, to discuss all the concerns with the digital radios.</p>	<p><b>Adam White</b>  <b>Brian Galloway</b>  <b>Craig Neill</b></p>	<p>To discuss with Radio Shops.</p> <p>Reps to get feedback from employee on the use of the OTTO mikes</p> <p>Monitoring ongoing of digital radio issues.</p> <p>Job aid to be developed for proper use of locomotive and hand held radios.          June 22<sup>nd</sup>.          Job aid to be made and posted in an appropriate location.</p>	<p>March 23/11</p> <p>Carried</p> <p>Carried</p>
<p><b>2011-03-05</b></p>	<p><b>Williston Luchroom: SCR 065-10</b>  <b>March~2011-</b> Lunchroom has rat traps batteries on tables, baseboards removed.</p> <p><b>April 2011~</b> A mold team has been called in to test for mold.</p> <p><b>May-</b> tests revealed mold. Areas have been cut out and temporarily covered.  <b>June Update:</b> Remediation in progress.</p>	<p><b>T.Litowsky</b> <b>P .Stewart</b></p>	<p>Simple house keeping</p> <p>Waiting for results.</p> <p>Final repairs to be completed.</p> <p>Final inspection to be made upon completion.</p>	<p>Carried</p> <p>Carried</p>

<b>Item</b>	<b>Description</b>	<b>Who</b>	<b>Action Required</b>	<b>By When</b>
2011-04-02	<p><b><u>Cover for checker Truck:</u></b></p> <p><b><u>May Update 2011:</u></b> Storage boxes are available at truck stores. They run about \$300.00</p> <p><b><u>June:</u></b> Looked at several different options for truck boxes, nothing suitable found for a rental vehicle.</p>	G.Ranson B.Thiede	<p>Review different options.</p> <p>Committee to review different types and brands.</p>	June 22 <sup>nd</sup>

2011-05-01	<p><b><u>Brush cutting on the Cascade Sub 2011</u></b></p> <p><b><u>May Update, Following signal site lines:</u></b></p> <p>-Pitt River Eastward both tracks.</p> <p>-Maple Meadows Eastward south track. - Magellan 63.2N.</p> <p>-Ruby Creek North Track. Eastward.</p> <p>-Katz Eastward East end.</p> <p>-Signal 198 out of focus. (Daytime)</p> <p>-X lead West by Canadian Tire wack it all down.</p> <p><b><u>June Update: -1078S</u></b></p> <p><b><u>Signal 1046 South and North side bad sight lines.</u></b></p> <p><b><u>-1034N</u></b></p> <p><b><u>-996N and S</u></b></p> <p><b><u>-568N</u></b></p> <p><b><u>-Signals at 54.0 both sides bad lines.</u></b></p> <p><b><u>-Signal *414 bad line.</u></b></p> <p><b><u>-298</u></b></p> <p><b><u>-228</u></b></p> <p>CP's Integrated Vegetation Management Plan (IVMP), in part; The objectives of our IVMP are to prevent or manage unwanted vegetation that can compromise railway safety, reliability, efficiency and the environment.</p> <p>According to Transport Canada's Railway Safety Act, vegetation must not: become a fire hazard to track-carrying structures</p> <ul style="list-style-type: none"> <li>• obstruct visibility of railway signs and signals</li> <li>• interfere with railway employees performing normal track side duties</li> <li>• prevent proper functioning of signal and communication lines</li> </ul>	D. Sewell  G. Ranson	List to be forwarded to Engineering Services	June 22 <sup>nd</sup>
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	<ul style="list-style-type: none"> <li>prevent railway employees from visually inspecting moving equipment from their normal duty stations</li> </ul> <p>If not managed properly, unwanted vegetation can damage the integrity of the roadbed, inhibit the operation of signals and switches, hinder the inspection of the track structure and trains, cause trackside fires, compromise employee safety and reduce visibility at public road crossings</p>			
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<b>New Business</b>
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2011-06-01	<p><b><u>Freight Train Line-Ups:</u></b>  The committee has previously addressed this matter on numerous occasions; most recently in Oct 2010 (Item 2010-10-06), In January 2011 this item was shown complete because the Committee was informed specific trainmaster were to made responsible for inbound/outbound train line ups. Since then there has be no improvement to the issues:  Trains disappearing from the line up at the last minutes  Trains being placed onto the line up to with short notice  Train times being dropped back well after the train should Have been called.  Examples provided to management.</p>	G. Ranson T. Litowsky	Carried	
2011-06-02	<p><b><u>B/O Switch Tags:</u></b>  Program was in place to have managers tag reported bad order switches until engineering could inspect and repair. This program seems to have disappeared. Committee would like it put back in place</p>	G. Ranson F. Herbold	Program is still in place and tags need to be replaced, and program needs to be revitalized.	<b>Carried</b>

## **Safety Hazard Reports/Safety Issues Board**

2011	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct.	Nov	Dec	YTD	2011 Actual
Hazard Reports	9	8	7	18	1	3							46	
Resolved	1	0	8	27	6	1							43	
Pending	9	7	15	6	1	2							3	

**SCR Outstanding over 30 Days, elevated to the minutes:**

## Monthly Tally Sheet for SOFA Audits

	0	0	6	0		0	0	0	0	0	0	
	JAN	FEB	MAR	APR	MAY	JUNE	JULY	AUG	SEPT	OCT	NOV	DEC
<b>Secure equipment Before Action is Taken</b> <span style="float: right;">Life Saver #</span>												
3 point requested	a			16	0							
Chime applied and confirmed	b			14	0							
Equipment separated 50ft	c			07	0							
Engine/cars secured	d			06	0							
Engine /cars must not moved	e			01	0							
until 3 pt protection has been												
approved by person requesting												
it												
<b>Protect Employees Against Moving Equipment</b> <span style="float: right;">Life Saver#2</span>												
crews working on the same	a			02	0							
track aware of each others	b			06	0							
equipment allowing stop within	c			12	0							
1/2 range of vision f	d			11	0							
specific cars lengths given	e			05	0							
Shove moves protected												
if handbrakes effectiveness												
<b>Discuss Safety At The Beginning of a Job</b> <span style="float: right;">Life Saver#3</span> <span style="float: right;">And When a Job Changes</span>												
job briefing	a			05	0							
proper procedure	b			08	0							
additional briefing	c			11	0							
for changes												
engineer does not move until												
receiving distance												
<b>Communicate Before Action is Taken</b> <span style="float: right;">Life Saver#4</span>												
Combination radio/hand	a			11	0							
signals not used	b			08	0							
Proper radio procedures	c			11	0							
followed incl verbal s												
Senior crew members review												
Exp of co-worker												
<b>Mentoring/Coaching Employees</b> <span style="float: right;">Life Saver#5</span>												
Senior crew member mentors	a			02	0							
co-worker	b			03	0							
proper entrain/detraining	c			04	0							
Replacement of Keepers	d			08	0							
Switch alignment	e			02	0							
Handling derails	f											
Fouling other tracks	g											

## Monthly Tally Sheet for ORCA Audits

Total Audits	2	3	3	0	0	4	0	0	0	0	0	0
	JAN	FEB	MAR	APR	MAY	JUNE	JULY	AUG	SEPT	OCT	NOV	DEC
Establish team climate effective in-cab communication	E											
Conduct job briefings	E											
New member asks questions regarding crew actions and operational decisions	E											
Mentor/coach employees	E											
Mentor Gauges, Controls and system indications	E											
Communicate the position of switches, derails and distance to travel	E											
Communicate signal indication, clearances and restrictions	E											
Communicate information regarding train and equipment	E											
Confirm permissible speed and other restrictions	E											
Clarify questions or misunderstandings, discuss solutions	E											
Ensure mutual understanding of bulletins, authorities	E											

**2011 Peer Observations**

**Number of Observations:** 0

**Number of At Risk:** 0

Peer observations were discussed and will be enhanced.

Trends: New hire observations - lack of knowledge of emergency procedures.

**OPEN DISCUSSION**

NIL

**CANADA LABOR CODE PART II:**

None

**SUB-COMMITTEE REPORTS:**

Report on Vanterm meeting and proposed new procedures discussed.

**RADIO COMMUNICATIONS** Adam White, B Thiede, B Galloway, C Neill

- Reported any defects to S&C. To be reported through an SCR.
- Radio congestion on the waterfront. Transfer 2 (CP 83, ARR 5151)
- To find out why S&C cannot program digital radios with analog channels.

**FATIGUE COUNTER MEASURES SUB COMMITTEE:** G. Ranson / D. Sewell

**SPILLS in Coquitlam YARD**

- C-10 e/e (1 pile 5 cars deep)
- X lead West
- B yard East

**SPILLS in Williston Yard**

K6 West end (2 Cars deep)

**H&S Committee Schedule 10 tracking document**

**Update HRDC/TC Annual Report**

**HRDC Schedule 10**

**Health and Safety Committee Report**

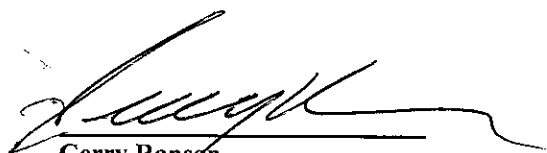
<b>For Labour Program Use Only</b>	
	Department File No.
	Regional Office:
	Employer Identification No.
<b>Company Name and Address:</b> Canadian Pacific Railway 95 Third Ave Kamloops, BC V2C 3L9 Committee Name/Workplace Address: Vancouver Territory W/P HS Committee	Committee Exemption: YES / NO No. of Employees Represented: 350 No. of Union Committee Members: 5 No. of Employer Committee Members: 3

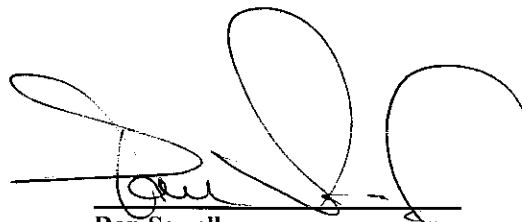
95 Third Ave Kamloops, BC V2C 3L9 <b>Contact Person:</b> Troy Litowsky Gerry Ranson <b>Phones:</b>	<b>Total Committee Membership: 08</b> <b>Trade Unions Represented: TCRC</b>
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2011		J	F	M	A	M	J	J	A	S	O	N	D	Td
Meetings 135 (10)	Regular	1	1	1	1	1	1							6
	Special													
Complaints 135 (7a)	Received	12	9	8	20	2	6							57
	SCR's													
Refusals 128 (9)	Resolved	1	2	8	27	6	1							45
	Un-resolved	11	18	18	11	7	12							12
	Received	0	0	0	0	0	0							
Inquiries & Investigations 135 (7e)	Resolved	0	0	0	0	0	0							
	Unresolved	0	0	0	0	0	0							
	Received	0	0	0	0	0	0							
Programs Monitored 135 (7 c/d)	Identified	2	1	2	0	0	1							
	Resolved	0	0	2	1	2	0							
	Un-resolved	16	18	34	42	41	59							
H & S Hazards 137 (7 j/k)	Disabling	1	1	0	1	0	1							
	Minor	1	2	1	3	1	5							
	Time Lost													

	<b>Print Name</b>	<b>Signature</b>	<b>Date</b>
Employer Co-Chairperson	Troy Litowsky		
	<b>Print Name</b>	<b>Signature</b>	<b>Date</b>
Employee Co-Chairperson	Gerry Ranson		

**ADJOURNED: 1315**  
**RUNNING TRADES WORKPLACE HEALTH & SAFETY COMMITTEE**

  
Gerry Ranson  
Co-Chair

  
Dan Sewell  
Co-Chair

Next regular meeting for H&S Committee will be held Wednesday July 27/2011 at 0900 on the 2<sup>nd</sup> floor, boardroom of the Coquitlam Yard Office.