



**CANADIAN
PACIFIC**



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

October 26, 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	778-389-1498	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	Mark Woodhouse	604.717.1375	P
Brad Thiede	604-944-5702	P	Brian Galloway	604-944-5730	A

GUESTS: Greg Cameron (Continuous Improvement)

CHAIRPERSON: Gerry Ranson

RECORDING SECRETARY: Josh Hills

CALL TO ORDER: 09:15

Job Briefing: Performed

Errors and Omissions:

	Agenda Item	Responsibility
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:

NIL

SAFETY EDUCATION:

Risk assessment on hand brake policy on the mainline at Williston

Discussion on testing effectiveness of hand brakes and the possibility of a review of the policy

REVIEW SAFETY RULE OF THE MONTH:

T-14 Apply the minimum number of handbrakes or test the effectiveness in accordance with applicable operating rules governing hand brakes.

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	1			

Date	Workplace Location Inspected	Report #
January	Coqt yard (B-yard), K-yard	WPI 1-2/11
February	Westminster sub M0.2, X-Yard	N/O
March	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	NIL	
August	NIL	
September	NIL	
October	Coquitlam Yard Office	WPI 9
November		
December		
YTD		

Customer Inspections	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD
	4	0	2	7	1	0	0	0	0	6			

Date	Customer Inspected	Report #
January	Allied Chemical(01-11), Columbia Container (03-11), Coastal Container.(02-11), Cascadia Terminal, (04-11).	CSA001
February	NIL	
March	West Coast Reduction(02), Viterra- L74(03)	CSA005
April	Powell Trading-06, Golden Boy-07, Canamex-08, Wilkinson Steel-17, Pacific Metals-032, Univar-S17	CSA 6,7,8,9,10,11
May	Vanterm West, Vedder Transport (YC)	CSA-12
June	NIL	
July	NIL	
August	NIL	
September	L38, L40, Pacific Elevators, West Coast Reduction, Allied Chemicals	
October		
November		
December		
YTD		

Planned H&S Committee Activities for Oct 2011

- Perform SOFA audits, collate the data.
- Inspections to be determined
- Footboard meetings on winter plan
- ORCAs
- Cascade Sub Inspections (TBD)
- TSB- KC Junction incident report
- Revisit CPR cell phone policy

REVIEW OF SAFETY PERFORMANCE REPORT:

FRA Injury Frequency Year – To – Date as of Oct 25, 2011 1.31

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

2011 COQUITLAM / ROBERTS BANK / ROAD

	PI NON FRA'S	PI FRA	NON FRA TA	FRA TAs	CRV'S
January	0	0	0	0	0
February	0	0	0	1	1
March	0	0	0	0	0
April	0	0	0	0	0
May	0	0	0	0	0
June	1	0	0	0	0
July	0	0	1	0	0
August	0	0	0	0	0
September	0	0	0	1	0
October	0	0	0	0	0
November					
December					
YTD	1	0	1	2	0

ROAD REPORTS

Injuries

Date	Location	Incident Type	Injury	FRA
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Train Incidents

Date	Location	Incident Type	Incident	FRA
11/10/14	24.20 Page sub	Property Damage	While indexing the 877-043, three coal cars were unintentionally attempted to dump. Side sheet puncture damage 1 foot diameter to one car and all 3 were dislodged from their trucks, wheels never derailed from tracks. Car sequence was 78, 79, 80 of a 126 car coal train. CP crews were not involved but did assist with clean up. Two coal cars were empty, one was loaded.	
11/10/17	103.00 Cas Sub	Trespasser Incident-3 rd Party	WCE #16 WCE 904 (train #4 East) was arriving at the Haney WCE platform when a trespasser came from the sidewalk (north side) and laid down of the track in front of the train. Trespasser was fatally injured. Suspected suicide.	

2011 VANCOUVER TERMINAL INCLUDING COMMUTER RAIL

	PI NON FRA'S	PI FRA	NON FRA TA	FRA TAs	CRV'S
January	1	1	6	0	0
February	2	1	1	0	1
March	1	0	0	0	0
April	3	1	4	1	1
May	1	0	4	4	0
June	5	2	5	0	0
July	3	0	1	0	1
August	0	0	2	0	0
September	1	0	0	0	0
October	1	1	2	0	1
November					
December					
YTD	18	6	25	5	4

TERMINAL REPORTS

Injuries

Date	Location	Incident Type	Injury	FRA
11/10/03	127.90 Cas	MTI	Banged right thumb on conductor side window frame of locomotive CP3011 while closing window.	Y
11/10/08	129.00 Cas	MIR	Employee was in the process of entraining stationary tank car ADMX25130 in order to secure with a handbrake. While in the process of climbing up the stirrup to the platform he felt a pain in his left shoulder.	P
11/10/16	9.20 New West	MIR	Conductor trainee felt discomfort in lower back when aligning switch in New Westminster yard. He advised his conductor and continued his shift. After his shift he stated his back felt worse and sought medical attention.	N

TRAIN INCIDENTS

Date	Location	Incident Type	Incident	FRA
11/10/15	127.00 Cas	Train Incident-CRV	Crew was spotting Pacific Elevators. Crew lined themselves into Pacific track 1 and shoved over derail	N
11/10/15	112.00 Cas	Train Incident	RS 8 was travelling light engine westward from C10 to the C-Yard lead. While travelling on the C-yard lead, the CP3011 was struck by a vehicle at a crossing. Mechanical 4X4 vehicle driven by Car department employee.	N
11/10/21	110.00 Cas	Train Incident	After yarding our train in X33 our intention was to run through X32 to lift our remote. Conductor was on the east end of our trailing unit and I informed her we were lined out of X33. After clearing X33 switch we made an eastward movement towards X32. We did not realize I had ran through X31-X33/X34 divider switch. We stopped the movement after realizing the trailing trucks of the lead locomotive had derailed	N

Injury Review Reports Complete:

NIL

Investigation of Safety-Related Occurrences Protocol:

NIL

Risk Assessments:

Hand brake policy review, main line at Williston

Old Business

Item	Description	Who	Action Required	By When
2010- 01-01	<p>CP1441 is not equipped with window defoggers. (5 yard engines without defrosters)</p> <p>APRIL 2010 - Will be repaired when in for monthly maintenance.</p> <p>MAY 2010 - Shops are still looking at options on how to install defogger.</p> <p>JUNE 2010 - Is currently in for it's annual inspection and defogger is being reviewed</p> <p>OCTOBER 2010 - A prototype has been built and is being forwarded to be built</p> <p>NOVEMBER 2010 - To be installed this week for a test. IPS is building prototype and installed for testing next week.</p> <p>DECEMBER 2010 – No Update</p> <p>JANUARY UPDATE 2011 – 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.</p> <p>FEBRUARY 2011 – in salvation last week of February</p> <p>MARCH 2011 – Pending. Eng 1443 is being modified and still in the shops.</p> <p>APRIL 2011 - No update</p> <p>MAY 2011-been installed waiting for more feedback.</p> <p>JUNE 2011 - No update</p> <p>JULY 2011- No update</p> <p>AUGUST 2011-No update</p> <p>SEPT 2011- Window Defogger installed and inspected, and received reports.</p> <p>OCT 2011- 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 Solicit feedback from locomotive engineers. Check to see if they have been installed.</p> <p>Tested in inclement weather, blows hot air on window but is weak, and is not effective enough. Send concerns through to the shops.</p>	<p>Carried</p> <p>March 2011</p> <p>Carried</p> <p>Carried</p> <p>Carried</p> <p>Carried</p> <p>Carried</p> <p>Carried</p>
2010-12-02	<p>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.</p> <p>DECEMBER 2010 – Mile 10.2 has underground cable issue; they are to install temporary cable.</p> <p>JANUARY 2011 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</p>	G. Ranson D. Letain D. Sewell	<p>S&C to be contacted about upgrades to current systems in canyon</p> <p>Jan 2011 - Questions to be put toward S&C about what can be done.</p>	<p>Carried</p> <p>Feb 2011</p>

	<p>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>February 2011- Check with S&C</p> <p>MARCH 2011 – Discussion with engineering Supt to include upgrade to slide fences in multi-year plan.</p> <p>APRIL 2011- No Update</p> <p>MAY 2011 still waiting for confirmation on plan from ES.</p> <p>JUNE 2011 UPDATE - No update.</p> <p>JULY 2011- No update</p> <p>AUGUST 2011- No update</p> <p>SEPT 2011- Two sites have been submitted for next year's plan.</p> <p>OCT 2011- One has been approved possibly a second one in 2012</p>		<p>Committee to prioritize slide fence upgrade. Mile 10.2, Mile 39, Mile 11, Mile 3, Mile 19.</p> <p>Mile 38.9 and 10.2 Cascade Sub 2012 budget will get approval in November 2011.</p>	<p>Carried</p> <p>Carried</p> <p>Carried</p> <p>Carried</p> <p>Carried</p>
2011-01-01	<p>SCR 109-10 General (Allied) Chemical – product on ground as well as hole in entraining/detraining area.</p> <p>FEBRUARY 2011 - customer was inspected and given warning.</p> <p>APRIL 2011 - No Update.</p> <p>MAY 2011 - the area was inspected, product was cleaned up, but hole still exists. Orange Pylon placed in the hole.</p> <p>JUNE 2011 UPDATE- No update</p> <p>JULY 2011 – No update</p> <p>AUGUST 2011 – No Update</p> <p>SEPT 2011 – Hole still exists and will stay that way.</p> <p>OCT 2011- site was re-inspected with H&S Reps, and H&S safety adviser</p>	<p>Pat Stewart</p> <p>B. Thiede</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 22nd.</p> <p>Awaiting ES reports</p> <p>Supt. Of ES is going send out Randy Hill to reduce build up ballast of sides to lessen hole depth. Do another formal inspection of customer</p>	<p>Feb 2011</p> <p>Mar 2011</p> <p>Carried</p> <p>Carried</p> <p>Carried</p> <p>Carried</p> <p>Carried</p>
2011-02-01	<p>-Digital Radio problems at Coquitlam.</p> <p>Hand held mikes tested and not being handed out. (Otto Mike)</p> <p>-Yard Engine radio leaves the digital frequency to analog frequency without notice.</p> <p>-No ability to make an emergency radio call in digital frequency.</p> <p>MARCH 2011 – July 2011</p> <p>REFER TO AUGUST MINUTES-</p> <p>AUGUST 2011 – No Update</p> <p>SEPT 2011 – Three portable radios and one Engine radio have been sent to Vancouver for further testing.</p> <p>OCT 2011- Draft copy of the job aid has been made up.</p>	<p>Adam White</p> <p>Brian Galloway</p> <p>Craig Neill</p>	<p>To discuss with Radio Shops.</p> <p>Job Aid Posters are too made up and Mark Woodhouse to make stickers. Testing new radios later this month.</p> <p>Changes to be made to the draft copy of the job aid</p>	<p>March 23/11</p> <p>Carried</p> <p>Carried</p>

<p>2011-04-02</p>	<p><u>Cover for checker Truck:</u></p> <p>MAY 2011 UPDATE - Storage boxes are available at truck stores. They run about \$300.00</p> <p>JUNE 2011 - Looked at several different options for truck boxes, nothing suitable found for a rental vehicle.</p> <p>JULY 2011 – No Update</p> <p>AUGUST 2011 – No Update</p> <p>SEPT 2011 – Suggestion from the committee is some kind of tonneau cover.</p> <p>OCT 2011- No update</p>	<p>G.Ranson B.Thiede</p>	<p>Review different options.</p> <p>Committee to review different types and brands.</p> <p>New trucks have been order, due to arrive at the end of November, equipped with tonneau covers.</p>	<p>June 22nd</p> <p>Carried Carried</p> <p>Carried</p>
<p>2011-05-01</p>	<p><u>Brush cutting on the Cascade Sub 2011</u></p> <p>MAY 2011 UPDATE - , Following signal site lines: -Pitt River Eastward both tracks. -Maple Meadows Eastward south track. – Magellan 63.2N. -Ruby Creek North Track. Eastward. -Katz Eastward East end. -Signal 198 out of focus. (Daytime) -X lead West by Canadian Tire wack it all down.</p> <p>JUNE 2011 -1078S</p> <p><u>Signal 1046 South and North side bad sight lines.</u></p> <p><u>-1034N</u></p> <p><u>-996N and S</u></p> <p><u>-568N</u></p> <p><u>-Signals at 54.0 both sides bad lines.</u></p> <p><u>-Signal *414 bad line.</u></p> <p><u>-298</u></p> <p><u>-228</u></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"> • obstruct visibility of railway signs and signals • interfere with railway employees performing normal track side duties • prevent proper functioning Of signal and communication lines • prevent railway employees from visually inspecting moving equipment from their normal duty stations <p>If not managed properly, unwanted vegetation can damage the integrity of the roadbed, inhibit</p>	<p>D. Sewell G. Ranson</p>	<p>List to be forwarded to Engineering Services</p>	<p>June 22nd</p>

	<p>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> <p>JULY 2011 – No Update</p> <p>AUGUST 2011 – Spoke with ES, they have the list of areas of concern, and are addressing the ones they can, and are contracting out the rest.</p> <p>SEPT 2011- ES confirms that brushes cut at dwarf east end Mission platform, Nicomen and Ruby Creek are done.</p> <p>OCT 2011- <i>Rules Respecting Track Safety</i> <i>TC E-31, Revised November 3rd, 2008</i></p> <p><i>II. Vegetation</i> <i>Vegetation on railway property which is on or immediately adjacent to roadbed must be controlled so that it does not:</i></p> <p><i>A .become a fire hazard to track-carrying structures;</i> <i>b. obstruct visibility of railway signs and signals;</i></p> <p><i>c. interfere with railway employees performing normal track side duties;</i> <i>d .prevent proper functioning of signal and communication lines;</i> <i>or</i> <i>e .prevent railway employees from visually inspecting moving equipment from their normal duty stations.</i></p> <p>There has not been any serious brush cutting on the Cascade sub for three years, just some spot cutting. Now that the leaves have come off they are offering to do some more spot cutting. It is getting to be serious safety issue over the Subdivision because the overgrown trees. In our opinion b and e are the violations.</p>		<p>Cascade sub - leafs are off but here are some leftovers:</p> <p style="padding-left: 40px;">Kats East end 1046N/S 1034N</p> <p>North Track between Maple Meadow and Onderdonk both directions, Westward into VIF engineer cannot see signal until whistle post for Harris Road Out of VIF eastward from concrete wall Signal 1078S Pitt River Eastward (end of bridge - both tracks)</p> <p>Around Westend Xlead (Canadian Tire)</p> <p>C3 extension, Just over bridge braches at engineers window, Westwood signal again of C3 At least both of these were bad a couple weeks ago , haven't been there in couple weeks)</p> <p>Updated lists have been passed onto ES for spot cutting.</p>	<p>Carried</p> <p>Carried</p> <p>Carried</p> <p>Carried</p>
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2011-06-01	<p><u>Freight Train Line-Ups:</u> 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. JULY 2011 – No update AUGUST 2011 – Troy to work with Keith Nordin on this matter. SEPT 2011 - processes are being reviewed OCT 2011- The Policy has been working on this issue: From their minutes <i>Update Sept 20,2011- John Bariktaris updated the committee on a pilot that was run on the St.Luc and Smith Falls lineups to improve lineup accuracy. The new process did provide improvements and will be expanded to new territories. The cross function group will be meeting in Q4 and review the improvements that were made.</i></p> <p>We would like to know what this is and whether it could be tried out of this terminal.</p>	<p>G. Ranson T. Litowsky</p>	<p>Continue to review line up accuracy.</p> <p>Waiting for process to be reviewed</p>	<p>Carried</p> <p>Carried</p> <p>Carried</p>
2011-09-01	<p><u>Locker paint coming off into clothes at Williston</u></p>	<p>M. woodhouse P. Stewart</p>	<p>Request for new lockers have been submitted for next year. Maybe in the meantime have a cleaning restoration company come in and examine as a short term solution.</p>	

New Business

2011-10-01	<u>Condition of the yard office exterior, general housekeeping (water bottles, dirty gloves, cigarette butts)</u>	B. Thiede J. Hills	Review at safety blitz, new ashtray to be installed. Bulletin to be issued.	

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	2	5	10	1			64	
Resolved	1	0	8	27	6	1	0	0	6	9			58	
Pending	9	7	15	6	1	2	2	5	4	4			4	

SCR Outstanding over 30 Days, elevated to the minutes:

NIL

Monthly Tally Sheet for SOFA Audits

Total Audits	0		0		6		0		3		2		0		0		3							
Month	JAN		FEB		MAR		APR		MAY		JUN		JUL		AUG		SEP		OCT		NOV		DEC	
	RISK	SAFE	RISK	SAFE	RISK	SAFE	RISK	SAFE	RISK	SAFE	RISK	SAFE	RISK	SAFE	RISK	SAFE	RISK	SAFE	RISK	SAFE	RISK	SAFE	RISK	SAFE

SOFA Lifesaver #1 - Secure Equipment Before Action is Taken

a) 3 Pt. protection requested	-	-	-	-	0	16	-	-	1	19	0	21	-	-	-	-	1	9	-	-				
b) 3 Pt. protection applied & confirmed	-	-	-	-	0	14	-	-	0	9	0	20	-	-	-	-	1	8	-	-				
c) Equipment separated by 50 ft.	-	-	-	-	0	7	-	-	0	0	0	1	-	-	-	-	2	0	-	-				
d) Engine & cars properly secured	-	-	-	-	0	6	-	-	0	4	0	5	-	-	-	-	0	4	-	-				
e) Engine/cars not moved until authorized by crew member requesting protection	-	-	-	-	0	1	-	-	0	5	0	7	-	-	-	-	0	5	-	-				

SOFA Lifesaver #2 – Protect Employees Against Moving Equipment

a) Crews working on the same tracks have an understanding of the other's moves	-	-	-	-	0	2	-	-	0	0	0	0	-	-	-	-	0	0	-	-				
b) Movement at a speed that allows them to stop within ½ the range of vision	-	-	-	-	0	6	-	-	0	9	0	12	-	-	-	-	0	6	-	-				
c) Specific car length given for shove moves	-	-	-	-	0	12	-	-	0	9	0	13	-	-	-	-	0	8	-	-				
d) Shove moves protected by employee	-	-	-	-	0	11	-	-	0	9	0	12	-	-	-	-	0	6	-	-				
e) Test the effectiveness of the hand brake application	-	-	-	-	0	5	-	-	0	4	0	4	-	-	-	-	0	4	-	-				

Sofa Lifesaver #3 – Discuss Safety at the Beginning of a Job and when a Job Changes

a) Job Briefing held at beginning of shift	-	-	-	-	0	5	-	-	0	2	2	2	-	-	-	-	0	2	-	-				
b) Proper job briefing procedure followed	-	-	-	-	0	8	-	-	0	2	3	3	-	-	-	-	0	3	-	-				
c) Additional job briefing conducted when conditions change	-	-	-	-	0	11	-	-	0	3	3	3	-	-	-	-	0	5	-	-				

Monthly Tally Sheet for SOFA Audits (Con't)

Total Audits	0	0	6	0	3	2	0	0	3	0		
Month	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
	RISK	SAFE	RISK	SAFE	RISK	SAFE	RISK	SAFE	RISK	SAFE	RISK	SAFE

SOFA Lifesaver #4 – Communicate Before Action is Taken

a) Engineer does not begin shove until after receiving specific distance	-	-	-	-	0	11	-	-	0	11	0	12	-	-	-	-	0	8	-	-		
b) Crew does not use a combination of hand & radio signals	-	-	-	-	0	8	-	-	0	5	0	5	-	-	-	-	0	7	-	-		
c) Proper radio procedure followed	-	-	-	-	0	11	-	-	0	11	0	12	-	-	-	-	4	6	-	-		
d) Verbal confirmation between crew members	-	-	-	-	0	0	-	-	0	6	0	0	-	-	-	-	0	2	-	-		

SOFA Lifesaver #5 – Monitoring / Coaching Employees

a) Senior Crew member reviews experience of coworker	-	-	-	-	0	2	-	-	0	2	0	2	-	-	-	-	0	2	-	-		
b) Senior Crew member mentors coworker	-	-	-	-	0	3	-	-	0	2	0	3	-	-	-	-	0	1	-	-		
c) Proper entraining/detraining	-	-	-	-	0	4	-	-	0	8	0	1	-	-	-	-	0	8	-	-		
d) Replacement of keepers	-	-	-	-	0	8	-	-	0	7	0	10	-	-	-	-	0	5	-	-		
e) Switch alignment	-	-	-	-	0	2	-	-	0	8	0	8	-	-	-	-	0	5	-	-		
f) Derails	-	-	-	-	0	0	-	-	0	0	0	0	-	-	-	-	0	0	-	-		
g) Fouling other tracks	-	-	-	-	0	0	-	-	0	0	0	0	-	-	-	-	0	0	-	-		

Monthly Tally Sheet for ORCA Audits

Total Audits		0	0	0	0	0	0	0	0	1	0		
Month		JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
		RISK	SAFE	RISK	SAFE	RISK	SAFE	RISK	SAFE	RISK	SAFE	RISK	SAFE
Establish team climate, effective in-cab communications	E	-	-	-	-	-	-	-	-	0	5	-	-
	C	-	-	-	-	-	-	-	-	0	4	-	-
Conduct job briefings	E	-	-	-	-	-	-	-	-	0	2	-	-
	C	-	-	-	-	-	-	-	-	0	1	-	-
Crew member asks question regarding crew actions and operational decisions	E	-	-	-	-	-	-	-	-	0	2	-	-
	C	-	-	-	-	-	-	-	-	0	0	-	-
Mentor / Coach employees	E	-	-	-	-	-	-	-	-	0	2	-	-
	C	-	-	-	-	-	-	-	-	0	2	-	-
Monitor gauges, controls and system indications	E	-	-	-	-	-	-	-	-	0	7	-	-
	C	-	-	-	-	-	-	-	-	0	6	-	-
Communicate the position of switches, derails and distance to travel	E	-	-	-	-	-	-	-	-	0	6	-	-
	C	-	-	-	-	-	-	-	-	0	7	-	-
Communicate signal indications, clearances and restrictions	E	-	-	-	-	-	-	-	-	0	4	-	-
	C	-	-	-	-	-	-	-	-	0	2	-	-
Communicate information regarding train and equipment	E	-	-	-	-	-	-	-	-	0	4	-	-
	C	-	-	-	-	-	-	-	-	0	2	-	-
Confirm permissible speed and other restrictions	E	-	-	-	-	-	-	-	-	0	7	-	-
	C	-	-	-	-	-	-	-	-	0	2	-	-
Clarify questions or misunderstandings, discuss solutions	E	-	-	-	-	-	-	-	-	0	2	-	-
	C	-	-	-	-	-	-	-	-	0	2	-	-
Ensure mutual understandings of bulletins, authorities	E	-	-	-	-	-	-	-	-	0	2	-	-
	C	-	-	-	-	-	-	-	-	0	2	-	-

OPEN DISCUSSION

Pat Stewart- I would like to thank the committee for allowing me to participate in the Stretch flex program.

CANADA LABOR CODE PART II:

None

SUB-COMMITTEE REPORTS:

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)
 - Extra radio's with yard channels for crews to use.
- To find out why S&C cannot programs digital radios with analog channels
 - 3 portables and 1 engine radio

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**

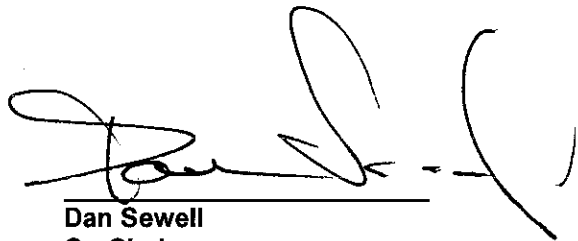
For Labour Program Use Only	
Department File No.	
Regional Office:	
Employer Identification No.	
Company Name and Address: Canadian Pacific Railway Bldg-9 1670 Lougheed Highway Port Coquitlam, BC V3B 5C8 Committee Name/Workplace Address: Vancouver Territory W/P HS Committee Bldg-9 1670 Lougheed Highway Port Coquitlam, BC V3B 5C8 Contact Person: Troy Litowsky Gerry Ranson Phone:	Committee Exemption: YES / NO No. of Employees Represented: 350 No. of Union Committee Members: 5 No. of Employer Committee Members: 3 Total Committee Membership: 8 Trade Unions Represented: TCRC

2011		J	F	M	A	M	J	J	A	S	O	N	D	Ttl
Meetings 135 (10)	Regular	1	1	1	1	1	1	0	1	1	1			9
	Special													
Complaints 135 (7a)	Received	12	9	8	20	2	6	2	7	12	2			80
SCR's & Items	Resolved	1	2	8	27	6	1	0	2	8	9			64
	Un-resolved	11	18	18	11	7	12	14	19	23	16			16
Refusals 128 (9)	Received	0	0	0	0	0	0	0	0	0	0			
	Resolved	0	0	0	0	0	0	0	0	0	0			
	Unresolved	0	0	0	0	0	0	0	0	0	0			
Inquiries & Investigations 135 (7e)		0	0	0	0	0	0	0	0	0	1			1
Programs Monitored 135 (7 c/d)		2	1	2	0	0	1	0	0	0	0			6
H & S Hazards 137 (7 j/k)	Identified	16	2	18	8	1	18	0	0	0	2			65
	Resolved	0	0	2	1	2	3	7	6	5	0			25
	Un-resolved	16	18	34	42	41	59	59	59	59	61			61
Injuries	Disabling	1	1	0	1	0	1		1	0	1			6
	Minor	1	2	1	3	1	5		5	1	2			21
	Time Lost													

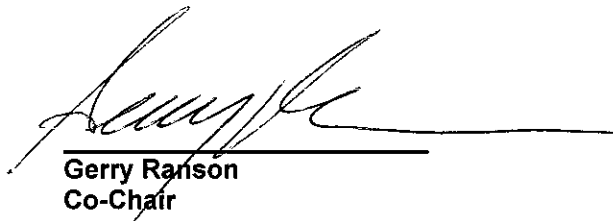
	Print Name	Signature	Date
Employer Co-Chairperson	Troy Litowsky		
	Print Name	Signature	Date
Employee Co-Chairperson	Gerry Ranson		

ADJOURNED: 1500

RUNNING TRADES WORKPLACE HEALTH & SAFETY COMMITTEE

A handwritten signature in black ink, appearing to read 'Dan Sewell', written over a horizontal line.

**Dan Sewell
Co-Chair**

A handwritten signature in black ink, appearing to read 'Gerry Ranson', written over a horizontal line.

**Gerry Ranson
Co-Chair**

Next regular meeting for H&S Committee will be held Wednesday November 23/2011 at 0900 on the 2nd floor, boardroom of the Coquitlam Yard Office.