

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

**April 22<sup>nd</sup>, 2009  
NEXT MEETING May 27<sup>th</sup>, 2009**

Craig Neill	604-999-5510	P			
Brad Thiede	604-944-5702	P	Todd Shawaga	604-944-5730	A
Sandra McCartney	604-726-4809	P			
Dan Letain	604-944-5707	P	Gary Shannon	604-944-5850	P
Fred Herbold	604-944-5701	P	Keith Nordin	604-944-5730	A
Pat Stewart	604-341-5605	P	Ken Thomas	604-626-8750	P
			Sean de Jersey	778-772-9650	A
Gerry Ranson	604-552-1244	P	Kim Hamilton	604-970-2203	A

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GUESTS: Nil

CHAIRPERSON: Gerry Ranson  
RECORDING SECRETARY: Craig Neill  
CALL TO ORDER: 09:10

**Errors and Omissions: Nil**

**EDUCATION and AWARENESS:**

Bulletin BCO-061/09 Vancouver Terminal Handbrake Job Aid - SOB May 1, 2009  
Bulletin BCO-069/09 West Coast Reduction (L26) – SOB May 1, 2009  
Bulletin BCO-74/09 Vanterm spotting instructions revision  
Bulletin BCO-076/09 Job Aid for Proper Designation in Documents and Radio Broadcast  
Bulletin BCO-077/09 Minimum Handbrake Requirements at North Bend

**Peer Observations**

Number of Observations: 5 days with **40** observations; Total to date - 40  
Number of At Risk: **22** at risk behaviors noted; Total to date – 22  
Current high risk behaviors:  
1} Use of incorrect train designation, by using symbol only.  
2} Job briefings form not completed.  
3} Switch handling, improper techniques

**REVIEW SAFETY RULE OF THE MONTH:**

**T-26 Switches {4}**

**Proper alignment of switch points must be observed made prior to fouling**

**CUSTOMER INSPECTIONS:**

CSA-011- Alliance Grain

**WORKPLACE INSPECTION:**

Williston Yard Office April 21. F Herbold/ C Neill  
VIF yard switches- C Neill /.VIF sup  
Cascade Sub. Inspection March 26 / As reported 2009-03-01 DWL / GMR  
Issues left outstanding will be itemized by next meeting.

**March 25, 2008-9 SCR REPORT  
OUTSTANDING SCR (S)**

041 Williston parking lot restricted sight lines leaving  
087 Checker truck, no canopy, belongings getting wet

**SCRs elevated to items:065, item 2009-12-02**

**SCR's Outstanding elevated to the minutes      3**  
**SCR's Outstanding over 30 days                      8**  
**SCR's Received since last meeting                  3**

**SCRs RECEIVED IN 2008/104    2009/16**  
**SCRs OUTSTANDING FOR YEAR: 8**

**JOINT CN/CP MEETING; April 21/09**

**Meeting attended in Kamloops by G Ranson, D Letain and G Shannon.**

**Discussion on emergency preparedness in the Fraser Canyon.  
Brush cutting has been performed on the YALE sub. By CN engineering.  
Mile 84.4 Yale sub. cannot be sprayed with a foliage deterrent due to environmental concerns. Train brake policy discussion at North Bend and the compliance of CN crews to use the same radio procedures as CP crews.**

**Minutes to be posted upon arrival.**

**REVIEW OF SAFETY PERFORMANCE REPORT:**

**FRA Injury Frequency Year – To – Date as of April 15<sup>th</sup>, 2009.**

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

<b>FRA Injury YTD Frequency %</b>	
Vancouver Terminal	5.23
Commuter Rail	0
Cascade/Roberts Bank	0
Thompson	0

<b>VSA Total</b>	<b>1.91</b>
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<i>Frequency Target -</i>	<i>1.49</i>
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**2009 COQUITLAM / ROBERTS BANK / ROAD**

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

**2009 VANCOUVER TERMINAL INCLUDING COMMUTER RAIL**

	PI NON FRA'S	PI FRA	NON FRA TA	FRA TAs	CRV'S
Jan	2	1	10	0	0
Feb	3	0	5	0	2
Mar	1	0	3	0	0
<b>April</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>
May					
June					
July					
August					
September					
October					
November					
December					
<b>YTD</b>	<b>6</b>	<b>3</b>	<b>21</b>	<b>0</b>	<b>2</b>

**YARD TRAIN ACCIDENTS/ INCIDENTS:**

**Incidents – 6**  
**CRV - 0**  
**SCRV - 0**

**03/26** Truck at Vanterm turned too sharp and contacted a railcar. There were no CP employees on the property when this occurred. **Third Party Cause.**

**03/26** Road switcher spotting O14 contacted a rubber mat between the tracks with locomotive pilot damaging a grate. **Third Party Cause.**

**03/27** Cut off loaded auto's in motion into track B-12 resulting in by-passed coupler, damage to railcars and rolled over rail. **Field Ops Human Error.**

**03/31** Road switcher made coupling on a curve resulting in by-passed coupler, rolled rail and damage to equipment. **Field Ops Human Error.**

**04/04** RCLS crew shoved car into the sand pile while spotting West Coast Reduction causing damage to the cement embankment. **Field Ops Human Error.**

**04/06** Minor damage to three IMS rail cars from customer handling. Two handholds and one hand brake. There were no CP crews on the property. **Third Party Cause.**

**YARD INJURIES:**

**Lost Time Injuries (LTI) - 2**  
**Minor Injury Reports (MIR) - 0**  
**Medical Treatment Injuries (MTI) – 0**

- 03/26 LTI** - Employee arrived at Williston for work. Spoke to the Coordinator, went to the washroom, washed hands, changed in the locker room and then went back to the Coordinators office. At that time the employee noticed an irritation in his eye and swelling. Went to the hospital for to have it checked out. **Cause under investigation.**
- 03/26 LTI** - Yard employee stepped down from stationary equipment and felt a “click” on the bottom of his foot. Ballast, car and boots were in good condition. **Cause under investigation.**

**ROAD TRAIN ACCIDENTS / INCIDENTS:**

**Incidents - 1**  
**CRV - 0**  
**SCRV - 0**

- 04/16** Dumper 31 damaged the handrails on the CP8782 during dumping. **Third Party Cause.**

**ROAD INJURIES:**

**Lost Time Injuries (LTI) - 0**  
**Minor Injury Reports (MIR) - 0**  
**Medical Treatment Injuries (MTI) - 0**

**Injury Reviews Reports:**  
Nil.

**INVESTIGATION OF SAFETY RELATED OCCURRENCES PROTOCOL:** NIL

**CANADA LABOR CODE PART II:** Nil for the month

**PREVIOUS BUSINESS:**

**2008 04 03 – Halcon N. Bend taxj;** D. Letain / C. Neill  
[TABLED FOR FURTHER INQUIRY/ Refer to January 2009 minutes](#)  
March 2009

**Update of CLC 127.3 HRSDC were present L Pann M Davey**  
**Address CLC 127 complaint and ergo assessment of Halcon.**

- Responsibilities of employees and employer to address unresolved safety related issues.**
- Licensing is related to the provincial licensing authority and does not fall under the authority of the HRSDC.**
- Ergo report will need to be readdressed and changed to remove the storage of bags in the passenger compartment.**

- Drivers of vans need to be informed that no passengers are to occupy the said seats.
- Drivers of vans have also been trained of the proper procedure for loading of equipment.
- A full disclosure if info received needs to be available to unionized H&S employees.
- The issues at hand are secondary as opposed to the original 127.1 complaint.
- There has been a lack of information between the employees of CP rail and the use of the Halcon vans and the drivers them selves. The onus is upon CP corporate and the contractual agreements with Halcon to inform their employees of the proper use and procedures of this equipment.
- The resolve would be the mandatory instructing for all employees on the proper use of the seats in question
- It is understood that all committee members involved with the Halcon complaint Item 2008-04-03 be fully involved with the disclosure and corrective action that is to be taken. C Neill, D Letain, G Ranson to approach corporate for further inspection of the governing body.

April 2009

**Letter submitted for review.**

Lisa Pan HRSDC Labor affairs officer

Martin Davey HRSDC Human resources

### **Item 1**

On behalf of the Coquitlam Running Trades Health and safety Committee appended is the item in our Health and Safety minutes. It would be appreciated if you would be able to provide CP's position on this and any final information in this regard will be the last step to eliminate this item from our minutes. What the non-management members would like is to have assurance that the Halcon vans meet the provincial requirements. Also was the bulkhead inspected after installation?

### **Item 2**

During my investigation of the Item 2008-04-03 we would like clarification of the following issues toward safety and licensing requirements under the following.

## **MOTOVEHICLE ACT REGULATIONS**

### **Division 10- Commercial Passenger vehicles**

Confirm that Halcon is operating under:

**10.02"temporary operating permit under the Passenger Transportation Act"**

Passengers in business vehicles

**10.04 [1]**

Application of federal construction

**10.051 [1] [2]**

Vehicle construction

**10.06 [2] [a] [4]**

Seating

**10.07 [1] [1.1] [3]**

Aisle

**10.08 [1] [1.1] [2] [3]**

**Inclusive**

Emergency door

**10.10 [1] [1.1] [2] [3]**

**Inclusive**

Baggage and express

**10.12 [1] [2] [3]**

**Inclusive**

Ventilation and exhaust

**10.13 [1] [2] [3]**

**Inclusive**

Tool storage

**10.15 [a] [b]**

Rearview mirrors

**10.17 [a] [b]**

Spare and emergency equipment

**10.22 [1] [2] [3] [4]**

**Inclusive**

Refueling with passengers on board

**10.25 [3]**

These questions can be answered in full by having the vehicle inspected by a provincial authority as in the CVSE.

Re:Mike Kastelein - TRAN:EX [\[mailto:Mike.Kastelein@gov.bc.ca\]](mailto:Mike.Kastelein@gov.bc.ca)

### **Item 3**

-Ergo report will need to be readdressed and changed to remove the storage of bags in the passenger compartment.

-Drivers of vans need to be informed that no passengers are to occupy the said seats.

-Drivers of vans have also been trained of the proper procedure for loading of equipment.

-A full disclosure if info received needs to be available to unionized . The onus is upon CP corporate and the contractual agreements with Halcon to inform their employees of the proper use and procedures of this equipment.

-The resolve would be the mandatory instructing for all employees on the proper use of the seats in question

-It is understood that all committee members involved with the Halcon complaint Item 2008-04-03 be fully involved with the disclosure and corrective action that is to be taken.

Thank you

Danny Letain / Craig Neill / Gerry Ranson

**April 17/09**

**Response from the President of Halcon to the director of CP facilities  
No inspection is required unless a person is seated in the jump seat as in agreement with the transport board.**

**Note from the committee that we request an inspection and information of qualification of this van As such we the committee feel that this has not been complied with in the terms of reference as such this needs to be forwarded to the policy committee in it's entirety.**

**Management members of the committee believe this item has been resolved.**

**This item will now be escalated to the policy committee.**

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**2008-08-05- Better advertisement of Safety Issues** D. Letain/G. Ranson

Placing safety related items on DOBs and placing pre-departures checklists and job aids on the RIT. It was recently noted CN was doing this on their TGBO

**November 2008**

Safety related items may be incorporated in the RIT, this is being investigated by programming and may be incorporated in February 2009.

An information sheet is being developed to give employees current information about hazards in the work place and ES activities.

**December 2008**

Information sheet is still being developed and will become available in the new year.

**January 2009**

The pre-departure checklist booklet is being received well.

**February 2009**

New program that is under development and was due to be released this month but has been delayed due to issues on the DM&E, it is now scheduled for Q3 2009

**March 2009**

The pre-departure check list booklet will be ordered and available to employees as an option.

**April 2009**

**Books have been ordered and will await arrival.**

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**2008-11-04 Gap between the two bridges at Mile 6.7 Cas. Sub.** G Ranson/G Shannon

To be investigated by ES.

**December 2008**

Structure supervisor has confirmed that plywood has been installed as of December 16<sup>th</sup>.

**February 2009**

NOT complete

The wrong bridge was worked on. The bridge is the one at mile 6.6 it is the gap between the two bridges in the devils trip where an employee slipped into that needs to be filled in.

**March 2009**

ES has reported that the gap at 6.6 has been repaired; this will be verified by H&S employees.

**April 2009**

**The gap at 6.7 has been repaired but 6.6 is still outstanding. Engineering will be contacted as to what can be done at this location.**

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**2008-12-02 Cross level variation F Herbold / P Stewart**

AT02 in A yard west end excessive lateral rocking. Was supposed to be elevated to the minutes as an item. Fred Herbold at the last meeting said that ES would send a tamper thru this area to complete this item it was not done.

**December 2008**

Confirmation has been made by ES that work was completed December 4<sup>th</sup>.

**January 2009**

Tamping has not yet occurred as previously reported and needs to be re-inspected.

**February 2009**

No update

**March 2009**

Defects identified, ES repairing track March 24/25. To be inspected.

**April 2009**

**To be confirmed by next meeting.**

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**2009-01-04 C-9 Conditions C Neill B Thiede**

Garbage over flowing on engines, and C-9 E/E, health and safety hazard. Engines not being serviced by shops.

**February 2009**

Area has been cleaned and safety inspection made by managers. Garbage dispensers will be looked at for the area.

**March 2009**

Brian Galloway is in contact with Waste Management to explore viable options. Truck access is a challenge. Update at April meeting.

**April 2009**

**Two recycle bins have been ordered and received. Four garbage cans are ordered and should arrive the week of April 27<sup>th</sup>. All cans will be secured to the each pole. And the area will be cleaned and monitored.**

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**2009-02-01**

**Vanterm procedure need to be reviewed** P Stewart / F Herbold

Since closing of this item at the end of last year, further instances have occurred.

**March 2009**

On March 10<sup>th</sup> a yard crew needed to stop as they were shoving into Vanterm West account truck moving over the tracks. Transport Canada and HRSDC met with Vanterm and reviewed procedures. Vanterm changed their internal procedures to ensure the foreman is controlling entry to the facility and not the security (see appendix XX). The Union also issued a notice to the membership to enforce the procedure. Also, the alarms were redirected and the volume increased.

Further incident have occurred and reported to management, responses have been received, but no resolve has taken place.

**Feb 19<sup>th</sup> – Yard crew in Van west, had the buzzers on, crew had pulled #62 track and were about to grab #61 track when two buggies and a top end loader cut over all three tracks in order to leave, RCLS Operator just missed hitting them by two or three car lengths with one of their managers watching.**

**Incidents were forwarded to TC and HRSDC, investigated and Assurance Voluntary Compliance was issued to TSI from HRSDC.**

**“The employer will ensure that safe operating procedures are followed regarding the longshore/rail interface specifically the entry, exit and use of Rail equipment on TSI property. The employer will provide a written description of how the implementation of the procedures has been monitored to ensure effectiveness, including the supervisor in charge (above foreman level), dates, times and outcomes.**

**Compliance Date / Date du redressement : April 03, 2009”**

**New operating procedures from “International Longshore & Warehouse Union “ has been received and will hopefully improve their safety procedures.**

**To be monitored by train crews and video surveillance.**

**To be monitored for one month.**

**April 2009**

**No incidents in the last month.**

**Bulletin has been re-issued for Vanterm re: revision of spotting instruction.**

**Audits to be performed and reported next meeting.**

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**2009-02-02 Hi Vis Back packs** D Letain/C Neill

Re-introduce my original idea to design a hi vis back pack for the employees.  
Will check with AGO to see if anything is available.

**March 2009**

Information received from Kevin Sholes manager of safety programs, there is no hi-vis back packs from AGO, but, there is a distributor in London Ontario and West Van that has these certain products available and will be pursued as a product for us to use.

The question of if a back pack without hi-vis is against the hi-vis policy, it is not, even though care must be taken, they are within the parameters of the policy.

#### **April 2009**

**Meeting with C Neill, D Letain and G Ranson with Claude Geldart of Sportsmark. Communications have been made through Jennifer Hunt and through CP marketing. D Letain has been in communication with Kevin Sholes and a demo bag will be submitted for safety and regulatory review.**

#### **2009-03-01**

**Tripping Hazards Being Created by Engineering** –Action: D Letain / G. Ranson

Time and time again we as committee have tried to address the tripping hazards and conditions left by engineering crews after they have completed work. This was supposed to be fixed for this year's track programs. Two most recent incidents East end of C and A Yard work done on AEs, hole and equipment left without any warning until a yard manager accidentally found them and put out the bulletin BCO-035-09. Mile 50.05 – 50 numerous boulders anywhere from 6 inches to 12 inches in diameter have been left inside and outside the rail. Why is the same thing continuing?

Cascade sub. Inspection to be made March 26<sup>th</sup> and discuss the procedures of ES.

#### **April 2009**

**March 25<sup>th</sup> Cascade sub inspection tour by DWL, GMR spoke with engineering crews about leaving material on or near the rails, all crews are aware and will every effort to comply.**

**Mile 50.0 area has been cleaned up.**

**COMPLETE**

**2009-03-02 Action** D Letain / G Ranson

#### **Hoodie**

Still to be decided if this will be an item but want this info in when we examine the hoodie, please have ready to display with the attached pic;

Why is the employer promoting PPE when it restricts the field of vision? There may not be rule against hoodies, but the employer should not be supplying or promoting the use of PPE that can be a hazard in itself.

RAC Medical Guidelines 4.3;

#### 2.2 Visual fields

The minimum extent of the uninterrupted monocular visual field in each eye without correction should be:

Horizontal meridian: 120<sup>o</sup>

Vertical meridian: 90<sup>o</sup>

Oblique meridians: 90<sup>o</sup>

The monocular visual field must be continuous within these limits.

#### *Visual Fields*

Visual fields are usually assessed using the "confrontation" method which is user-friendly, practical and sufficient to detect quadrantanopias and hemianopias. These visual field losses are large enough to have a detrimental effect on individual's performance resulting in an unacceptable risk to the safety of the individual and others. The simplicity of the confrontation concept has led to a multitude of techniques for performing the test. Some techniques are better than others. The recommended procedure is "finger counting". The finger-counting procedure is primarily intended as a screening test. If a defect is found, then further testing will be necessary to diagnose the cause and quantify the functional impact of the field loss. The recommended test conditions are designed to quantify an absolute loss. The size and contrast of the targets (which have approximately equal delectability) are designed to measure the maximum extent of the visual field. Each eye should be tested. Different testing conditions may be required for diagnostic purposes.

It is possible that a person with a visual field loss might be able to compensate by making additional eye and head movements. Nevertheless these individuals may not be suitable for certain SCP's. Operating equipment on the main track may not be a problem because the Necessary scanning movements are mostly along the near horizontal meridian and at the instrument panel. However, someone working in a large yard or along multiple sections of track may be at greater risk because equipment could be moving on any of the closely-spaced sections of track; the loss of peripheral vision may impair his/her ability to detect moving objects in sufficient time. For these reasons, individuals with a visual field impairment should be considered on an individual basis with a practical evaluation if necessary.

SOFA: since 2004 there have been 51 SOFA related employee fatalities in the North American railway industry; from the investigation of these accident it was determines Situational Awareness played a large part. One of the main causes affecting S/A is winter clothing and how that affects field of vision.

**April 2009**

**Matter has been forwarded to K Sholes for report.**

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**2009-03-03**

**Asbestos in the workplace** B Thiede / C Neill

**Engine 1620 has been identified to have asbestos in the heating vents when all other units have had the fatal product removed, why?**

**It is also requested which other engines in use still have asbestos present?**

**April 2009**

**Have received a report that Golder assoc.**

**SW 1200 Electrical Cabinet (Rear) - Component Mounting Board  
GP 7/9 Short Hood (Access Door) - Pipe Putty**

GP 7/9 Cab (Step Heater Duct) - Insulation  
GP 7/9 Electrical Panel Resistor (Rear Electrical Cabinet) - Transite Board  
GP 38-2 Short Hood (Hood) - Fireproof Paint

Would like more detail on the information received on "LOW FRIABILITY".  
When was inventory taken and is the report available to us?

**2009-03-04**

**Safety Supplies machine** Action F Herbold / C Neill

The supply vending machine on the first floor is giving out gloves that are often defective and questionable of quality and cleanliness. It will be questioned to the supplier as to these defects.

April 2009

Supplier was contacted by CP and notified of the problem with the product. Will continue to monitor.

Notice will be placed on vending machine turn any defective gloves found into supervisor.

**2009-03-05**

**AEI placement in A-yard X-yard** Action: S Mc Cartney/ B Thiede

Due to there close proximity to the rail and working area, how will they be protected?. These are mid-yard track readers for checking purposes. Once complete hi-vis markings should be used to identify.

April 2009

A white strobe light has been installed on these units and pose a blinding issue. Hi-vis marking has been installed on some of the units.

**2009-03-06**

**Parking of trucks and debris foul of Tilbury tracks {SCR 006-09}**

Action: F Herbold / K Thomas

April 2009

The Company that uses the land was notified and advised to clean the area. They were told to park the trucks further from the tracks and install concrete curbs. Cleaning is complete and truck parking will be monitored for another month.

## **NEW BUSINESS**

**2009-04-01 P Stewart / F Herbold**  
Install spring on door of shack holding bottled drinking.

**RISK ASSESSMENT:**NIL

## **SAFETY FRAMEWORK ACTIVITY UPDATES**

Updated

## **OPEN DISCUSSION:**

**Danny Letain** – 1} Poster of Olympic health challenge presented  
2} Best practices guide being revamped for Cascade, Mission, Port and Yale sub. 3} Still very busy time of year for TP&E gangs, be extra cautious entraining and detraining, walking on Cascade sub. through to North Bend. 4} Business update provided.  
5} Gerry Ranson, thank you for your efforts on the committee

**Craig Neill** –Thanks to Gerry for his dedication and tireless efforts to make our work place safer.

**Gerry Ranson**-As this is my last meeting as official rep with the H&S, I will still be involved as an alternate in addition to legislative rep., I wish to thank everyone for their support and involvement. In addition I would like to remind every one that April 28<sup>th</sup> is the International day of mourning for people who have lost their life while at work.

**Fred Herbold** – The Coast Meridian bridge project is due to be launched on April 25 Saturday from 05:00 for up to 12 hours.

## **SUB-COMMITTEE REPORTS:**

**FATIGUE COUNTER MEASURES SUB COMMITTEE:** G Ranson/D Letain  
Question regarding a resource based document from RailCity

From CP RailCity and is a December 2008 CP Document.  
H&S Committee would like to know what part of the program below has been used or implemented by local management. Especially in regard to Step 2.

## **Fatigue Management Programs**

## Scope

This document applies to all CP Managers/Supervisors within Operations.

## Description

CPR along with other US railroads, is currently advancing discussions to treat fatigue management like most other safety/risk management processes are treated -- using a hazard management framework.

The framework has five levels:

- Ø ensuring we provide adequate sleep opportunity;
- Ø ensuring employees obtain adequate sleep;
- Ø identifying & treating fatigue behaviors including sleep disorder conditions;
- Ø identifying and trapping fatigue-related errors, and
- Ø using accident investigation techniques to identify further corrective actions.

Step 1 involves the use of computer simulation software to determine the fatigue levels of groups of employees at a terminal and taking steps to correct the underlying problems – things such as the number of people in the pool, the pattern of work period and rest opportunities and so on. We are in the process of purchasing FAID software from an Australian vendor.

Step 2 requires creating the environment where it is culturally acceptable for an employee to step forward when he or she is too tired to work and to have processes in place to manage that.

Step 3 requires medical intervention. This can be a sensitive topic. In some jurisdictions, a person with a sleep disorder such as sleep apnea is not allowed to operate a motor vehicle unless adequately treated. For step three, we have medical standards in place for treating sleep disorders, but have not yet created the communication necessary to have employees recognize their problems and seek medical help. We are presently working with the other railroads to create a rail web site for all rail employees that will assist us in this effort, in addition to general fatigue training.

Step 4 requires a cultural acceptance and defined processes for reporting “close-calls”. This is what James Reason refers to as a “just” culture, and requires a serious effort in culture change. CP will be implementing the FRA sponsored close-call project between St Paul and Chicago this year. We are targeting a June start up. We are also in discussion with two Canadian unions for up to 4 Canadian locations.

Step 5 requires good human factors investigation processes and corrective action processes. CPR has ISROP – the best human-factors accident investigation protocol in the business.

We view fatigue management as just another defense strategy to minimize and trap human errors. The emphasis here is on the word “managing”. Fatigue is part of the human condition. It can never be entirely eliminated. Very tired people can make very few mistakes under the right conditions – where they are operating as a highly trained team, with good communication tools and procedures to “trap” errors.

## Resources

- [Fatigue Management Implementation Project Plan.xls](#)
- [CP Fatigue Management Program - Fargo.ppt](#)
- Enform - Fatigue Safety Information Links  
<http://www.enform.ca/index.php?id=1427>
- North American Rail Alertness Partnership  
<http://www.narap.org/>
- Alberta OHS Legislation Awareness eLearning Program  
<http://employment.alberta.ca/cps/rde/xchg/hre/hs.xsl/268.html>

[https://employees.cpr.ca/f5-w-687474703a2f2f7261696c636974792e6370722e6361\\$\\$/en-ca/Teams/Operations/SafetyEnvironmental/Corporate%20Health%20and%20Safety%20Plan/01%20Fatigue%20Management%20Programs.doc](https://employees.cpr.ca/f5-w-687474703a2f2f7261696c636974792e6370722e6361$$/en-ca/Teams/Operations/SafetyEnvironmental/Corporate%20Health%20and%20Safety%20Plan/01%20Fatigue%20Management%20Programs.doc)

**WESTCOAST EXPRESS SUB COMMITTEE** C Neill/Mel Schille  
No update

**VIF SUB COMMITTEE:** C Neill  
Attended April 7<sup>th</sup> meeting

Issuance from Safety Advisor Linda Lawrence:

A new video is available on railcity on driver safety in rail yards and CP’s new policy of walking around vehicles before leaving and backing into parking when applicable.

**Coast Meridian Overpass Safety Sub Committee:** K Hamilton /B Zeglinski

Coast Meridian Overpass March Update:

Safety: There were no accidents to report one incident where two planks were blown off of pier #3 during a wind storm on Friday March 20th SNC went immediately to pick up and secure to scaffold and went back and did further securing to all scaffolding locations at request of CPR .

General:

SNC with KWH have had 50 more employees orientated in March by CPR on minimum requirements for contractors on CPR property.

Very little activity on CPR property the month of March pretty well all activity for SNC and KWH was located at the south abutment

Putting together the bridge spans and tower for the first launch.

Some surveying work was undertaken and the scaffolding for the piers was completed early in March.

A stressing and moving of the bridge structure was done on Saturday April 4th structure was moved 6 meters.

The first full launch from the South Abutment to pier #1 is planned for Saturday April 25th, the main tracks and from A15 to A9

Will be affected during the launching time approximately 9 hours. A bulletin to employees will be out early the week of April 20th

With some information.

Meeting with Transport Canada on April 16th to review project and safety components of bridge as it pertains to railway operations.

Any questions or need information please feel free to call.

Thanks  
Zig

**YARD MAINTENANCE SUB-COMMITTEE:** P Stewart/F Herbold/  
No report

**PRE-DEPARTURE CHECKLIST SUB-COMMITTEE** D Letain/G Ranson/S McCartney  
.No Update

**YARD ENGINE SUB-COMMITTEE** C Neill-F Herbold

The process is continuing of the exchange to a more ergonomic yard engine seat.

The installation of wing mirrors has not yet been implemented.

Either submit Loco defects form or call 604-944-5772 to report defect to shops, or use SCR process if necessary, or required.

### **PLANNED ACTIVITIES WP&CS FOR MAY 2009**

Select new members

### **Customer inspections:**

Vancouver Terminal

**Work place inspections:**

Coquitlam yard  
Cascade Sub.  
Vancouver Terminal

**Poster to be developed to observe switching instructions at Vancouver Waterfront**

F Herbold P Stewart

**Health and safety Schedule 10 tracking document**

		JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
MEETINGS	REGULAR	1	1	1	1									
	SPECIAL													
COMPLAINTS	RECEIVED			14	1									
	RESOLVED			4	1									
	UNRESOLVED			11	11									
REFUSALS TO WORK	RECEIVED	0	0	0	0									
	RESOLVED													
	UNRESOLVED													
INQUIRIES, INVESTIGATIONS, AND INSPECTIONS					4									
PROGRAMS, MEASURES AND PROCEDURES MONITORED					0									
HEALTH AND SAFETY HAZARDS	IDENTIFIED				3									
	RESOLVED				3									
	UNRESOLVED				8									
INJURIES	DISABLING INJURIES				2									
	MINOR INJURIES													
	TIME LOST DUE TO INJURIES													

PLEASE HIGHLIGHT ANY SPECIAL PROGRAMS, INQUIRIES, UNRESOLVED ISSUES OR OTHER POINTS SIGNIFICANT TO THE COMMITTEE THAT OCCURRED DURING THE PREVIOUS 12 MONTHS ENDING DECEMBER 31. (ATTACH SHEET FOR ADDITIONAL INFORMATION.)

**To be updated before next meeting**

**ADJOURNED: 15:00**

**RUNNING TRADES WORKPLACE HEALTH & SAFETY COMMITTEE**

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

  
Danny Letain  
Co-chair

  
Gerry Ranson  
Co-chair

## Inspections 2009

### Workplace inspections

April 21, 2009

Fred Herbold  
Craig Neill

### Williston Yard Office

#### **Men's Washroom**

Check Ventilation of room to ensure proper air flow  
Eye wash bottle- replaces  
Lens cleaning box- resupply  
Lighting- 2 lens missing  
Emergency light- reattaches  
Clean walls and floors  
Urinal #2 leaking

#### **Kitchen**

4 mouse traps {poison} in eating area, {is this permissible by code}  
Water bottles stored on floor by poison.  
Dispensing machine out of service.  
First aid kits-Replenish

#### **Women's washroom**

Under sink, previous flooding, mold.  
Room needs complete cleaning  
All venting needs cleaning in building.  
Where does the venting exhaust if at all.  
Fire Extinguishers  
1 needs service/ service all.  
Water fountain B/O

**UPDATED April 2009**

### Inspect Roberts Bank terminal

D. Letain. Manager H&S  
C. Neill TCRC H&S

February 2009

D Moorey. Manager Roberts Bank  
Tom Winters Manager BCRC Roberts Bank  
Rod MacMillan Supervisor Track and Facilities BCRC Roberts Bank

### Shack:

-Used 6-volt battery bin still needs to be properly identified, confirm use as an appropriate container for dry cell batteries. **To be discussed with Ron Fortier**

### **Lunch Room**

Fire extinguisher needs to be properly identified and placed on wall bracket. Waiting for sign

All fire extinguishers to be serviced by April 2009

Refrigerator needs hygienic cleaning and regular inspection.

Oven needs cleaning and regular inspection.

Ceiling is showing signs of coal dust accumulation. Possible air filtration system could be used to reduce dust levels.

Locker room, replace cover over furnace access.

### **Fire escapes:**

According to the BCR MGR local fire inspection has been made and it was decided by the fire marshal that seeing the area was to be used by able bodied people there was no need for extra emergency exits.

Possible sliding or punch out window could be installed in lunchroom for an emergency exit.

There is currently no emergency exit in the Men's locker room.

### **Yard:**

**S-4** Numerous piles of: anchors, tie plates and rail need to be removed or relocated, 6 feet OTM.

### **Williston**

L-Yard, N-yard, Waterfront

S McCartney, Fred Herbold and Bruno from E/S,

**L Yard:** rail between L16 and CN Lead (Bruno called CN and asked when Rail would be moved as it is a tripping hazard to our employees. CN said that as that rail is not scheduled to be installed until June and that they would come and move to the north side)

**CN Lead** W/E Broken manhole cover still has not been replaced , hole has been protected by traffic cones

### **Waterfront yard:**

We also discussed switch I.D regarding waterfront yard. Bruno said that his crews could start painting swt stands as per our standard. It was noted that we are not allowed to mark the switches in the same manner that CN uses which is currently on those targets.

Moved as it is a tripping hazard to our employees. CN said that as that rail is not scheduled to be installed until June and that they would come and move to the north side)

