

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

**January 28th, 2009
NEXT MEETING February 24th 2009**

Craig Neill	604-999-5510	P	Pat Stewart	604-341-5605	A
Brad Thiede	604-944-5702	P	Todd Shawaga	604-944-5730	A
Sandra McCartney	604-726-4809	P	Laura Pinneault	604-765-0298	A
Dan Letain	604-944-5707	P	Gary Shannon	604-944-5850	A
Fred Herbold	604-944-5701	P	Keith Nordin	604-944-5730	A
Wally Temple	604-467-7891	P	Ken Thomas	604-626-8750	A
Sean de Jersey	778-772-9650	P	Al Webb	604-782-3447	A
Gerry Ranson	604-552-1244	P	Kim Hamilton	604-970-2203	A

GUESTS – S Gregoris CP Police / Linda Lawrence

CHAIRPERSON: Danny Letain
RECORDING SECRETARY: Craig Neill
CALL TO ORDER: 09:30 January 28th, 2009

Errors and Omissions

Item 2008-12-02

SAFETY FRAMEWORK ACTIVITY UPDATES

Updated

EDUCATION and AWARENESS:

Bulletin # BCO-017 issued on R -564/573 Speeds
Bulletin # BCO-019 issued on R- 578 Train designation
Bulletin # BCO-005-09 rule 104.2 Handling of switches

REVIEW SAFETY RULE OF THE MONTH:

**Rule 104.4{b}
Cleaning of switches**

CUSTOMER INSPECTIONS: NIL

WORKPLACE INSPECTION: NIL

JOINT CN/CP MEETING: Next meeting to be scheduled for April 7th 2009.

REVIEW OF SAFETY PERFORMANCE REPORT:

FRA Injury Frequency Year – To – Date as January 29th of VANCOUVER
Frequencies gives rate of injuries per 100,000 hours worked,

FRA injuries are injuries that require medical treatment.

YTD Frequency	
Vancouver Terminal	7.38
Commuter Rail	0
Cascade/Roberts Bank	0
Thompson	0

VSA Total	2.54
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Frequency Target -	1.49
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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					
Mar					
April					
May					
June					
July					
August					
September					
October					
November					
December					
YTD	2	0	1	0	0

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					
Mar					
April					
May					
June					
July					
August					
September					
October					
November					
December					
YTD	2	1	10	0	0

YARD TRAIN ACCIDENTS/ INCIDENTS:

Incidents – 14

CRV - 0

SCRV - 0

- 12/27** Road switcher contacted tree on the IOCO Spur. Damage to handrail of both locomotives. **Cause was environmental.**
- 12/28** Derailment at the dumper at PCT while customer was indexing cars. Three cars were derailed. **Cause was third party.**
- 12/28** 3000' of intermodal empties derailed at Vanterm east account of ice and snow build-up. **Cause was third party.**
- 12/29** VIF power was moving westward light engine on the south lead to tie onto the east end of track PT08. The movement was thru the crossover switch from south track to north track and after tying on and upon reversing through the crossover switch, the switch split. Lead unit CP1126 headed down PT18, trailing unit CP3026 derailed. CP1126 on the east end and the CP3026 was on the west end. **Cause was ES.**
- 01/02** CN5642 leaked approximately 1000 gallons of fuel on CP track at New Westminster. **Cause was third party.**
- 01/04** RS7 shoving 61 cars east over the west end divider switch for K3. **Cause was ES.**
- 01/06** RTS West end AT09 switch. Engineer was blinded by a headlight from another unit and did not see that AT09 switch was not lined for route and ran through switch. **Cause was Field Ops Human Error.**
- 01/07** Yard crew spotting West Coast Reduction shoved into the sand pile. Damage to car and cement structure containing sand. **Cause was Field Ops Human Error.**
- 01/09** Yard crew shoving into Vanterm West and after first car was past the electric gate the gate came down on movement. Security guard lowered in error. **Cause was third party.**
- 01/12** Yard crew shoving cars westward from AT-Yard to AC-Yard and air hose was caught in the CT14 frog causing a derailment. **Cause was MS.**
- 01/13** Yard crew switching into track XT28. Pulled pin on car and once the cars was released the knuckle fell out of the car without the crew knowing. The movement ran over the knuckle resulting in a derailment. **Cause was MS.**
- 01/22** Road switcher crew shoving into the tank farm and the rain hood on the CN locomotive contacted the overhead gantry knocking off the rain hood and damaging the gantry. **Cause was third party.**
- 01/23** Road switcher crew shoving into the west end of KT07 and the 9th car from the point derailed at the switch. **Cause was ES.**
- 01/27** Road switcher coupling to 6 empty sulfur cars with 3 loaded sulfur cars. The coupling made on the third attempt and the movement also hit the door at the dumper. **Cause to be determined.**

YARD INJURIES:

Lost Time Injuries (LTI) - 1

Minor Injury Reports (MIR) - 2

Medical Treatment Injuries (MTI) – 0

- 01/03 (LTI)** While riding an intermodal car at the west end of AT-Yard an employee caught right foot between ladder wrung and snow bank.
- 01/10 (MIR)** Swelling of left knee from walking around the west end of CT-Yard. No specific incident.
- 01/26 (MIR)** Sore right wrist from lining 10 specific regular switches.

ROAD TRAIN ACCIDENTS / INCIDENTS:

Incidents - 1

CRV - 0

SCRV - 0

12/21 Freight train stopped at CT02 – duck pond to inspect a switch. When train pulled east the train went into emergency. After inspection of train the cause was determined as a drawbar was broken. **Cause was MS.**

ROAD INJURIES:

Lost Time Injuries (LTI) - 0

Minor Injury Reports (MIR) - 2

Medical Treatment Injuries (MTI) - 0

01/04 (MIR) Employee sustained a strain while sweeping switch with snow.

01/06 (MIR) Employee received cut to right calf due to a cotter pin sticking out of the center shaft of hand brake on the CP3012. No medical treatment or lost time. Cotter pin was bent out of the way.

Injury Reviews Reports:

Nil.

January 2009 SCR REPORT

OUTSTANDING SCR(S)

041 Williston parking lot restricted sight lines leaving

071 S71 fencing foul of track

073 Engine 1440 bad order radio

077 Hazards entering newstech fire hazard inside the building

084 Coast Meridian crossing has rail cars too close to crossing restricting view.

085 K-yard pedestrian overpass unsafe.

087 Checker truck, no canopy, belongings getting wet

092 Engine seats B/O 1582-1585-1580-1583

094 armrest missing

095 eng 5719 B/O defroster

096 B/O seat offers no leg support

098 new security door gives no emergency exit to the south of the building

101 seat pan B/O

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

SCR's outstanding elevated to the minutes 3

SCR's over 30 days 13

SCR's Received since last meeting 19

SCRs RECEIVED IN 2008: 104

SCRs OUTSTANDING FOR YEAR: 7

INVESTIGATION OF SAFETY RELATED OCCURRENCES PROTOCOL: NIL

CANADA LABOR CODE PART II: Nil for the month

PREVIOUS BUSINESS:

2008 04 03 – Halcon N. Bend taxi; D. Letain/W. Temple / C. Neill /G Shannon

Back storage area contains two seats not permitting proper storage of luggage. Seating in front has lead acid battery between to front seats.

May 2008 – Battery to be removed. Seats to be turned.

June 2008-Battery removed, manager facilities arranging for seats to be turned.

July 08 - Update from facilities, Lee Courtney, risk management group performed test.

Information will be received on how to ergonomically place grips in van. Video to follow.

Seats will not be removed due to licensing.

August2008 – Reviewed ergo assessment of gear loading into Halcon vans from Cranbrook.

H&S Committee feels this type of presentation does not address the concern.

Back storage area contains two seats not permitting proper storage of luggage. Seating in front has lead acid battery between to front seats.

September 2008

Section 127.1 Complaint filed by employee Ranson and Temple has been responded to and employees are not satisfied with response. Complaint and response have been attached to these minutes. It is the complainants concern that the seats in the baggage compartment are illegal, Mr. Letain’s response does not address this concern, there have been no instruction issued to tell employees to not use the sets in the baggage compartment, the ergo assessment issue by CP Rail recommends grip and bags be carried in the passenger area if room is available, this violates the MVA. The response states the vehicle seating has not been modified. This is incorrect; the two seats in question are after market seats. These seats do not meet the MVA standard.

The Committee agrees to accept this complaint as unresolved and to investigate further as prescribed by the Code – Craig Neill and Bert Skrypnyk

October 2008

No Bulletin has been issued regarding the use or non-use of the seats.

Information requested from Operations manger. D Letain and response was that “ CP has replied to the concern”

The previous response from D Letain does not address the issue of the improper use of the seats and their contravention to the motor vehicle act.

This is not what is required by the code and an action is required by the company.

Compliance with the motor vehicle act is not being adhered to and further investigation is required

Section 127.1 (3) requires the Committee to investigate this complete and file report to the complainant and manager.

CLC – COH&S Regs Part XV section 15.3 Reports by Employee requires to report such accident or occurrences to the employer; we did this

15.4(1) requires a qualified person to be appointed to investigate hazardous occurrence, notify the safety committee and take measure to prevent the recurrence of hazards; there has been NO information to employees on the non use of these seats or how to use them. The Ergo study is actually a hazardous instruction.

Acting rd.mngr B Skrypnyk is no longer available and rd.mngr. Gary Shannon is now working with Craig on this issue.

Letter to be forwarded to the SAM as per the escalation process sec. 127 complaint will stay on the minutes until complete and the report filed.

November 2008

Authorization for C. Neill and G. Shannon to follow through with the inspection of the seats of Halcon Taxi to conform with rule 127.1 of the motor vehicle act has **not** been authorized by the company {CP}.

December 2008

Communications with G Shannon on this issue is the same; we are awaiting correspondence from the SAM. Inspection performed by V.P and AVP and SAM, waiting report from system.

January 2009

Received report from SAM.

Attached as Item 1.

In relation to the Halcon seating complaint this will be escalated to the policy committee and will be removed from the minutes.

Closed

2008-05-04 Poor Work Practices and How to Address; Gerry Ranson/Brad Thiede

The poor work practices in the Terminal come from behavioral practices conducted from years of training.

This Committee requests the opportunity or the knowledge of how to address this. Expert assistance is requested and needed.

June 2008-Safety and regulatory affairs have been consulted and will participate and will await response and report.

July 08 - No update, awaiting report.

August 2008 – Have tried to obtain the input of a behaviorist. Behavior issues have been addressed in the situational awareness program, no further programs are available.

Reps feel this is not the case, it is behavior modification that we are attempting to address, s/a does not do this or provide reps with the tools to perform these types of tasks.

September 2008

No update, to be furthered for discussion, and during safety framework.

October 2008

B. Thiede will investigate if a company called BST can offer training or material relating to modifying behavior and report back to the committee at next meeting.

November 2008

Investigated BST and found its application to be unsuitable, B. Thiede will continue to look at options.

December 2008

BST no longer used by CP, still under investigation. Awaiting update from system health and safety manager.

January 2009

The system health and safety manager has been relocated and is no longer available. We will continue to pursue communications with the appropriate person or department to advise.

2008-05-05 Ability to Communicate Safety Issues: B Thiede/G Ranson

Safety communication to Employees is being hindered by lack of media communication devices. We as committee have a requirement to communicate safety related information to employees for training and education through bulleting boards, posters and visual aids.

June 2008-Bulletin Board is under design and final completion will be put to order.

July 08 - Boards has been ordered for R/B, Coquitlam and Williston, to be installed by September 15th.

August 2008 – NEW BOARD HAS ARRIVED, WILL BE INSTALLED.

September 2008- Boards installed and to be updated with relevant materials.

Discussion on proper visual aids and bulletins to assist in safety notices for YSE and RTE

October 2008

Digital picture frame was purchased, but will not meet the committee requirements. Between now and next meeting B. Thiede will research using a desktop computer and standard monitor. Update at November meeting.

November 2008

A computer has been requisitioned and will be installed for information purposes in the booking in room to be designed and installed by January 2009.

December 2008

Design underway and installation is still scheduled for January 30th 2009.

January 2009

Presentation was reviewed, and will be installed by next month.

2008 09 01-Coach Training and New Hires G Ranson/B Thiede

Through several different ISROPS and other investigations it has been noted that there has been integral information that new hires are missing that should have been addressed with there previous coaches and training. One of the concerns is the fact that there have been no coaching training programs since 2004. Now we are seeing employees with less than one years experience training new hires. We the unionized members would like know what we are going to do to provide experienced trained coaches

October 2008

Gerry Ranson attended the coach training in October to review the course. Sean de Jersey, Ken Thomas and Sandra McCartney have all gone through the training as well, Assessment from Mr. Ranson, Mr. de Jersey and Mr. Thomas was that it is an effective program. No feedback from Ms. McCartney as she was attending the course on the same day as this meeting.

Coaches will be assessed on their proficiency to continue training new hires.

November 2008

G Ranson has interviewed employees finalizing the course and has been given feed back that a “better guide to applying the coaching format should be looked into so the coaches can apply this instruction more effectively”.

December 2008

G Ranson has spoken with training specialist L Sorenson and there is a job aid is in use but, will be reviewed to see if updates may be warranted.

January 2009

No further action needed.

COMPLETE

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.

2008-11-04 Gap between the two bridges at Mile 6.7 Cas. Sub. W Temple/G Shannon
To be investigated by ES.

December 2008

Structure supervisor has confirmed that plywood has been installed as of December 16th.

January 2009 COMPLETE

2008-12-01 Securing equipment B Thiede W Temple

In the last 2 weeks we have been instructed twice to secure the train on the west end, in the new hand brake policy there is no provision to secure tracks in Coquitlam on the west end.

January 2009

Looking at revisions to the handbrake policy to reflect securing trains on WE and remote train yarding.

2008-12-02 Cross level variation W Temple F Herbold S de Jersey

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 4th.

January 2009

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

NEW BUSINESS

2009-01-01 Leaving rails to close to switching areas W temple F Herbold
Issue to be under the instruction of the yard sub-committee.

2009-01-02 W Temple F Herbold

Men's locker room in Coquitlam has numerous fire and falling hazards on lockers and in drying room that need to be attended to. Signs to be issued.

2009-01-02 F Herbold S Mc Cartney

Catalyst {Newstech} E-25

Close clearance due to overgrown tree, employees should be reminded there is a close clearance sign on this track and the requirements of riding cars into a close clearance track

2009-01-03 C Neill B Thiede

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

RISK ASSESSMENT: NIL

OPEN DISCUSSION:

Wally Temple-Is a schedule B required off the shop track?

- Members list of health and safety members needs to be posted.
- CN engine with no number lights.
- Changing of H&S meeting day to Tuesday.

Sandra McCartney-I have found that we did not achieve our goal of "Safety Framework" for 2008 and would like to know where our shortfalls were. I hope that our 2009 Framework goal will be achieved.

EFAP has been attempting to make a presentation on the effects of METH and if time allows present at our next safety blitz.

Danny Letain-2009 plan and access to Railtown, to be rolled out next month with committee safety meetings.

Posters from SAMs .

Bulletins to be issued for the Cascade sub. re; CWR and work train, and the hazards involved.

Brad Thiede Review responsibilities of the locomotive engineer re: locomotive brake test GOI.

Craig Neill-Requesting and awaiting training on PART II CLC and OHS training program.

Linda Laurence-To format and compile information to help the H&S committee to address safety issues

CP Police

Greater enforcement on crossings and trespassing.
Enforcement of employees driving on property for speed and documentation{DL}.
To observe and report the mandate for employees to wear their PPE.
Voluntary contact can be made for near miss incidents by calling the CP Police direct line at 1-800-716-9132 or #732 on your cell and dial 11.

SUB-COMMITTEE REPORTS:

FATIGUE COUNTER MEASURES SUB COMMITTEE: G Ranson/D Letain

Currently we have a monthly NMC and VSA monthly meeting which we may participate in as also daily crew calls at 08:30.

There is a conflicting policy (CROR General Rule A xi) about sleep deprivation and the effective use of rest while on duty, we would like this clarified.

Who will develop a policy for napping or, is there one to be developed as on the Lagan subdivision?

WESTCOAST EXPRESS SUB COMMITTEE: Wally Temple/Mel Schille

West Coast Express report: Wally Temple

The VIA engines now have a regular maintenance program and the engines will be sanded and serviced.

VIF SUB COMMITTEE: Wally Temple C Neill

January 6th 2009

C Neill attended as representative for W Temple, TCRC.

Meeting chaired by B Scott / CP.

Safety message,

3-point contact, icy conditions.

Incidents:

RTE: crew split switch P8,P9, account snow build up.

Parsec: Damage to container due to trying to move snow with lift.

The Evacuation plan for communications in the yard has been revised and is going to the printers.

The "Health and Safety Framework 2009" for VIF has been distributed.

Issues raised:

Snowfall accumulation, hazards of getting containers moved in yard as well as truck, trailer traffic.

Coast Meridian Overpass Safety Sub Committee: S. de Jersey /B Zeglinski

Coast Meridian Overpass December Update

Safety: There were no injuries during the month of December.

General:

The contractor doing the detailed bridge launch from the south abutment over the rail yard is now meeting weekly with CPR and will through to The end of January when they will have the final details on the launching. Then early in February we will meet with the three designates of the Functional safety committees and give a presentation on the bridge launch, fail safe details on deck work and review the process with you and get your feedback. The plan to start the bridge launching is mid March.

The new radio system was tested by both mechanical and field ops personal and their feedback was given to the radio shop and was very much appreciated by them. The new system should be ready sometime in February prior to the bridge launch.

Piers 1, 2 ,3, 4 are all done, pier 5 due to the weather conditions late in the year was held off to the week of January 5th where SNC are pouring out the cap this week and curing will take place. They will clean up the area next week and pier 5 will be complete.

The next activity by the contractor will be surveying the top of the piers for bridge launch alignment starting January 12th , then at the end of January they will in over between the main tracks and A15 erecting a temporary tower for the first bridge launch from the south abutment to pier 1.

That is all we have for now.

Thanks
Zig

604-944-5709, cell 778-228-5197.

YARD MAINTENANCE SUB-COMMITTEE: S deJersey/S McCartney/F Herbold
Meeting Friday February 5th 2009

PRE-DEPARTURE CHECKLIST SUB-COMMITTEE D Letain/G Ranson/S McCartney

The book concept is to be rescinded, and will continue to insert the checklist into the FIT

YARD ENGINE SUB-COMMITTEE C Neill-F Herbold

To date I have received numerous concerns about the seats and yard engines in general and their defects, I am trying to work with the shop coordinator and address the most important of the safety issues first.

I have made attempts at communicating with the shop foreman and so far have had no success in changing any of the seats as requested.

I am also preparing a document to report defects on yard and road engines so the engineers can submit their concerns in writing so a clear understanding is made to the shops about the defect.

PLANNED ACTIVITIES WP&CS FOR February 2009

Customer inspections:

To be developed and finalized in February.

Work place inspections:

Develop plan to work in conjunction with ES for Cascade sub.

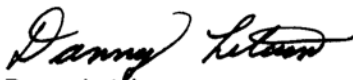
Vancouver

Before next meeting.

ADJOURNED:15:48

RUNNING TRADES WORKPLACE HEALTH & SAFETY COMMITTEE

Next regular meeting for the H&S Committee will be held Tuesday February 24 0900 on the 2nd floor, boardroom of the Coquitlam Yard Office.



Danny Letain
Co-chair



Gerry Ranson
Co-chair

ITEM 1

**Vancouver Service Area
Service Area Manager**

Canadian Pacific
1670 Lougheed Highway
Port Coquitlam, B.C. V3B 5C8

January 13th, 2009

**Gerry Ranson
Co-Chairperson - Vancouver RT H & S Committee
Port Coquitlam, B.C.**

**Danny Letain
Co-Chairperson - Vancouver RT H & S Committee
Port Coquitlam, B.C.**

This has reference to the health and safety concern as documented in the minutes of the Vancouver Terminal Running Trades Workplace Health and Safety Committee – 2008-04-03, with respect to Hallcon Corporation ("Hallcon") van seating and baggage storage.

In your November 11th, 2008 letter to me you outlined three concerns. Those concerns are as follows:

1. A concern regarding the use of a foot stool that employees use to aid in the loading of grips into the rear of the Hallcon vans;
2. An assertion that the Motor Vehicle Act restricts the transportation of luggage in the passenger compartment; and
3. A concern that employees might be required to use the two seats in question.

First, the use of a foot stool to aid an employee in the process of loading bags onto the rear seats was included in the ergonomic report specifically to provide employees with a safe procedure for loading bags over the top of a bench style seat.

2. Furthermore, I have inquired with Hallcon and have been informed that at the time of the ergonomic assessment, there was only one vehicle in their fleet that was equipped with this seat configuration. The rest of the vehicles had two seats installed with a space between that allows for loading of bags through the space between the seats, thus the foot stool is not required. I have also been informed that the one vehicle that had a bench style seat has since been modified to the two seat configuration. Second, since you didn't provide me with a reference to the section of the Act that you are referring to, I cannot address your concern directly. Absent any specific reference to the act I am unable to respond to your assertion other than to say that in our view we are in complete compliance with the applicable legislation.

Finally, I would like to assure you that you need not be concerned that our

employees may be required to use these seats. We have agreed that no more than seven (7) employees plus a driver will be assigned to a single van, therefore, under these terms, there will never be a need to utilize these seats.

I trust this will address your concerns.

Yours truly,
CANADIAN PACIFIC
Service Area Manager – Operations
Vancouver Service Area

Customer inspections O-Yard

November 7/08

Fred Herbold
Craig Neill

POWELL TRADING Track O-6

- 1-Brush cutting
- 2-Dispose of debris, excess concrete on North side of track.

GOLDEN BOY Track O-7

- 1-Broken tie plates & ties by derail.
- 2-Switch target defaced.
- 3- Missing derail sign.

CANEMS Track 08

Wire from power pole OTM 6 feet, protect with high vis pvc and t

NUTCO Track O-14

- 1-Gate resting on rail.

PJ White O-15

OK

Wilkinson steel O-17

Brush and trees close to engine eastside at entrance.

O-yard trailer

Replace first aid kit

Yard

- Shop track switch needs adjustment
- Track 34-35 in middle of yard sinkhole.
- Track 32 dbl marked with track 29, refer to corrector with TYES.

Fraser river terminals

OK

EBCO S-28

High grass around derail.

S-17

OK

Customer inspections Refineries

November 20th 2008

Fred Herbold

Craig Neill

GENERAL CHEMICAL

Steep slope north side of spur between M/L swt and derail.

F.H. to instruct ES to ballast and rebuild height so crew members do not fall down slope from equipment when detraining or entraining.

Hole on south side of spur unloading area over conveyor.

Customer to repair and confirm completion with FH.

North side, slipping hazard on wood coving conveyor belt.

Customer to provide strapping and confirm completion with FH.

SHELLBURN TERMINAL

Track F-17 Remove ties OTM.

Change switch lock on main gate.

CHEVRON

North main track, north spur.

Remove moss in access area, along track.

Remove debris from drainage holes,

Remove material on north side of north spur.

O-yard Inspection Informal / C Neill

October 2008

a) Inspection of telephone pole guide wire at **O-8**: close clearance noted.

Suggest wrap wire in plastic sheath and mark with high visibility tape, erect close clearance sign

b) W/E O-yard, 12 inch rebar protruding from ground North of track within 6 feet OTM.

These projects were to be done by B&B last spring.

C) Willkensonsteel overgrowth in spur east side entering cab of engine.

D) Shop swt needs adjustment.

Appendix I

Updated inspection report as of September 2008

Fire extinguishers are 4 years out of date for hydrostatic testing.

COQUITLAM YARD INSPECTION - WALKING, ENTRAIN, DETRAIN, SWITCHING AREA

Updated July 22nd Inspection (Pat Stewart/Sandra McCartney/Fred Herbold)

Including all previous areas identified and SCR's outstanding. Areas requiring attention are as follows:

East end

- 1.) A11 E/E south side entrain/detrain areas needs ballast added about 10 cars in. This area Has been eroded and cut off by large trucks/equipment using this roadway during recent

Construction project.

- 2.) A13, A14, A15 E/E needs ballasts and regulating about 10 cars (to curve)
Aug 2008 update - Tracks A13, 14, 15 at both ends still need ballast to be laid along either side of track to ensure better footing for entraining and detraining.
- 3.) X-Overs connecting B-10/11 extension tracks E/E B-Yard.
 - Mainline ballast up to 6" has been used in switching areas, south side from crossovers west.
 - Tie ends along north side from crossovers east need to be cleaned up**Aug 2008 not fixed**
- 4.) X31 E/E. At east end 10 cars, area has eroded to a point where the distance from ground to stirrup is 44" in some cases.
- 5.) X8-12 switch needs adjusting and oiling

West end

C Yard Lead W/E from C3 to C4 needs ballast

- 6.) W/E A11 needs some ballast add
- 7.) C Yard Lead (north side) directly in front of Yard Office needs ballast
- 8.) X Yard/Shop Lead crossover W/E needs clean up and grass cutting
- 9) Aug 2008 B/C divider switch target needs to be replaced so, to have better sight lines.
- 10) Switch I.D's: w/e A-Yard switch that divides A13, 14, 15 from rest of A-Yard and X-Lead w/e not identified.

October 2008 No update

Appendix 2

Inspections Vancouver Sandra McCartney/Fred Herbold
July 29, 2008

2008-08-03 Switches Wally Temple/Fred Herbold

No target: Pacific 7 & 8, Sept **Update – Still no target**

Williston Yard Office

Unit 1579 brakes and surges especially when the light engine almost throwing employee forward and off.

Switch maintenance is lacking. **Confirmed**

Diamond Signal into Waterfront Yard off. CN Lead isn't visible (seems to have a film on it that makes it hard to identify color). **See report Needs cleaning**

East End N-Yard

- North side N20 has various tripping hazards.
- West of N3 to N17 switch needs ballast and sections of rail picked up. **See report.**

East End L Yard

- Old rail lying between L16 and CN Lead North side all the way to West switch L16.

-Between L16 East and hand crossover on North side there is a lot of debris causing tripping hazard. **CN left rail FH to advise and address**

2008-08-03 Switches **Wally Temple/Fred Herbold**

VT -1 swt target needs to be replaced
L67/68 at Vanterm cover plate is bent and needs to be replaced,
Accumulation of needles at the Main Street Over pass.
September 2008- no accumulation of needles found on Sept 23 inspections
December 2008- See report.

December 2008 Inspections

Appendix 3

Customer inspections

December 3rd, 2008

Fred Herbold
Craig Neill

Cascadia

K-yard

- 1-Switches need lubrication.
- 2-K yard east, Repaint derail and straighten handle
- 3-K-10 west remove debris N side.
- 4-K-7 west remove ballast from switching zone.
- 5-K-3 west, remove rail from North side.
- 6-K-2,1 high grass west end.

Petrocan

- 1-Attend to drainage South spur

loco / Esso

- 1-Derail sign/ "D" rail improper sign.
- 2-Gas spot, sinking rail.
- 3-Close clearance sign improperly posted, ES to address

Appendix 4

Customer Yard inspections Vancouver

December 4th, 2008

Fred Herbold
Craig Neill

L-Yard

- 1-Switches in need of lubrication and some adjustment {L-18/L-17 L-16 W/E}. **BEFORE** winter.
- 2-Ballast required on Country lead.

- FH to speak with ES, and have delivered by January 09.
- 3- L 14-x-overs east need adjustment
 - 4-CN lead W/E L yard broken manhole cover, replace.
 - 5- Ties missing plates and broken.
- ES to address

Waterfront

SCR

CN diamond signal difficult to see entering waterfront.
Inspected cannot see at 150' must pull up to within 50' to identify color.
Signal needs cleaning and adjustment for height.

N-Yard

- 1-Needles found at Kar-King, main st. and WCE station.
FH to address.
- 2-West end, N-1 N-2 /N-17/N-18 east, rail OTM
- 3-SCR N-20 north walking OK, general clean up required.
- 4-Lube all switches, N-8 adjust.

Customer Inspections

AGT {UGG}

1-16" diameter hole at entrance to yard on roadway.

Pacific

1-Missing targets and spiked switches as per Pacific policy, suggest putting out bulletin to advise employees.

Appendix 5

Customer inspections

December 16th, 2008

Fred Herbold
Craig Neill

Domtar

Brambles on eastside of bridge, blocking walking entrance to bridge walkway.

Fraser Surrey Docks

No defects noted.

Chemtron

No defects noted.

Tillbury

No defects noted.

New Westminster yard

No defects noted.

Pacific Coast Terminals

Inspect west end X/Y switch and derail, OK.

West end dumper, derail out of service, remove derail sign.

East end dumper No target on A switch, possible due to electronic switch F.H to follow.

Appendix 6

VT R/T H&S Committee Inspection Report
Formal Cascade Subdivision Inspection
December 16 , 2008

By: Road Manager Dan Letain, Committee Rep Gerry Ranson

Travel by vehicle spot inspection between **Maple Meadows 106.4 and Harrison Mills 67.4 Mile 102.54 Northview Enterprises** - Stopped and visually inspected pole uprights between South Track and Log Spur. Nov 30th report of leaning poles, customer was contacted by Rd Manger Shannon. Observed reported poles have been fixed. One pole still has slight lean to it but not affecting anything. Northview to be contacted again and asked to fix and to keep poles intact.

Mile 77.7 Nicomen – walkabout, walking conditions appeared to be normal, no debris or foreign object in walking areas. Checked handbrakes in north and south set off tracks, all track secured properly.

Mile 68 – 67.4 Harrison Mills – walkabout set off tracks from east end, both track full of cars. Walking area in good condition. North track handbrakes not secured properly, several cuts of cars all with handbrakes, two cuts tied together 10 - IMS 2 handbrakes and OCS gons four handbrakes. Track re-secured., Discussion the need for minimum handbrake rule similar to Ruby Creek.