

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

**October 29th, 2008
MEETING NEXT MEETING November 26th, 2008**

Craig Neill	604-999-5510	P	Pat Stewart	604-341-5605	A
Brad Thiede	604-944-5702	P	Bob Milne	604-459-4565	P
Sandra McCartney	604-726-4809	A	Laura Pinneault	604-765-0298	A
Dan Letain	604-944-5707	A	Gary Shannon	604-944-5850	A
Fred Herbold	604-944-5701	P	Keith Nordin	604-944-5730	A
Wally Temple	604-467-7891	P	Rick Newell	604-464-8988	A
Sean de Jersey	778-772-9650	P	Al Webb	604-782-3447	A
Gerry Ranson	604-552-1244	P	Ken Thomas	604-626-8750	P

GUESTS – Bob Milne

CHAIRPERSON: Gerry Ranson

RECORDING SECRETARY: Craig Neill
CALL TO ORDER: 0935 October 29th, 2008

Errors and Omissions – NIL.

SAFETY FRAMEWORK ACTIVITY UPDATES

No update, Co-chairs to update before next meeting.

AUDITS:
SOFA - 26
ORCA -9

EDUCATION and AWARENESS: Safety blitz on CROR 115
Issues raised during the blitz have been discussed and are attached.

REVIEW SAFETY RULE OF THE MONTH:

Safety Rules and Safe Work Procedures.
TFOPS - T-23 restricted/ close Clearances

1. review the applicable operating bulletins/notices timetables, special instructions for close clearances during job briefings and follow up briefings.
2. When riding equipment, stop the movement and detrain before reaching a restricted/ close clearance.
3. When riding in equipment keep all body parts within the confines of the equipment.

Discussion on E-25 bulletin and close clearances of poles bulletin # BCO 22-10-08, instructions have been issued that there is to be no riding of equipment in this track as well as a close clearance sign is at the entrance to this track.

CUSTOMER INSPECTIONS: Informal inspections made at Catalyst paper E-25 and at loco refinery regarding derail on track H-12-04, {Bulletin to be re-issued}

WORKPLACE INSPECTION:

**JOINT CN/CP MEETING; Committee met
Minutes to be posted**

New CN engines (8800) in use have a sill step that is approximately 8 inches higher than CP and other CN engines, bulletins to be issued to notify employees of change.

REVIEW OF SAFETY PERFORMANCE REPORT:

FRA Injury Frequency Year – To – Date as of October 29th2008 VANCOUVER

Frequencies gives rate of injuries per 100,000 hours worked, FRA injuries are injuries that require medical treatment.

YTD Frequency %	
Vancouver Terminal	3.58
Commuter Rail	0.00
Cascade/Roberts Bank	0.64
Thompson	1.27

VSA Total	1.83
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<i>Frequency Target - 1.49</i>

2008 COQUITLAM / ROBERTS BANK / ROAD

	PI NON FRA'S	PI FRA	NON FRA TA	FRA TAs	CRV'S
Jan	0	0	0	0	0
Feb	5	0	0	0	0
Mar	0	0	0	0	1
April	1	1	0	0	1
May	0	0	2	0	0
June	1	0	0	0	0
July	0	0	0	0	0
August	1	0	1	0	0
September	0	0	0	0	1
October	1	0	2	0	0
YTD	8	1	5	0	3

2008 VANCOUVER TERMINAL INCLUDING COMMUTER RAIL

	PI NON FRA'S	PI FRA	NON FRA TA	FRA TAs	CRV'S
Jan	1	2	2	0	0
Feb	2	1	0	0	1
Mar	1	1	0	0	0
April	2	0	8	0	1
May	2	0	5	0	1
June	2	2	3	0	1
July	3	0	3	0	1
August	1	0	10	0	0
September	2	0	0	0	1
October	1	5	10	0	6
YTD	17	11	41	0	12

YARD TRAIN ACCIDENTS/ INCIDENTS:

Incidents - 10

CRV - 6

SCRV - 1

- 09/16 CRV** Mile 105.21 CAS West Coast Express commuter train contacted speed swing on public crossing. No injuries. **(Not included in previous minutes)**
- 10/03** Mile 127.20 CAS Vanterm car mover derailed north end truck of DTTX658012 into sand pile. **(3rd party incident)**
- 10/04** Mile 111.90 CAS 1559 P&C yard assignment proceeding westward ran through switch C15. *Cause under investigation. More detailed follow-up when available.*
- 10/07 CRV** Mile 111.00 CAS PROX30045 derailed, car shoved over derail at west end BT03 and car was pulled eastward approximately 2000 feet. *Cause under investigation. More detailed follow-up when available.*
- 10/07 CRV** Mile 127.00 CAS Crew shoving cars into Pacific Elevators Track 1 and movement struck derail resulting in 2 cars being derailed. One car was on it's side. *Under investigation. More detailed follow-up when available.*
- 10/10 CRV** Mile 3.20 CAS at IOCO. Crew shoved into track with a derail and did not realize the derail was in the derailing position. They attempted to stop the movement but were unable to stop prior to derailing the ACFX71774. *Under investigation. More detailed follow-up when available.*
- 10/12 CRV** Mile 129.00 CAS Road Switcher crew coupled to N8 and pulled eastward. Then realized the cars were not right and shoved back into track. On the shove movement no one protected the point and the west end car contacted another car out on the lead damaging both cars.
- 10/15 CRV SCRV** Yard crew put 26 cars into track XT31. Crew then kicked an additional 15 cars into the track. The cars coupled to the track and the track then traveled out the east end of the track resulting in X32 switch being run-through. *Cause under investigation. More detailed follow-up when available.*
- 10/19 CRV** Mile 109.00 CAS VIF crew shoved Track PT13 out long on east end. Later they pulled through track PT17 eastward with engines leading, but the engineer was on the west end engine. Movement collided with the cars that were shoved out the east end of track PT13. Damage to the unit and one intermodal car. *Cause under investigation. More detailed follow-up when available.*

- 10/23** Mile 127.00 CAS Gate activated in error by TSI security guard while movement was proceeding, contacting DTTX759253. **(3rd Party Incident)** *Cause under investigation. More detailed follow-up when available.*
- 10/26** Mile 111.00 CAS D01 east end switch and found it to be previously run thru. *Cause under investigation. More detailed follow-up when available.*

YARD INJURIES:

Lost Time Injuries (LTI) - 5
Minor Injury Reports (MIR) - 1
Medical Treatment Injuries (MTI) - 0

- 09/24 LTI** Employee exiting Williston Yard Office through the emergency exit after booking out. While searching for keys in pocket and stepping down to the sidewalk, the employee stepped on a boot that was holding the door open. This resulted in a sprained ankle and employee lost work.
- 09/29 LTI** Conductor on Road Switcher inhaled excessive smoke from brakes shoes on the locomotive he was riding. The crew was assisting another Road Switcher by pushing them out of the yard. Cause of the excessive smoke was independent brake accidentally left on while shoving. Conductor became ill from inhaling the smoke and as a result missed time.
- 09/30 MIR** Employee injured right elbow while carrying SBU from rack.
- 09/30 LTI** Employee entrained onto a stationary intermodal car to apply a hand brake. The employee then detrained from the same car and placed foot on large rock. Ankle turned resulting in sprain to ankle. Employee did not inspect ground prior to entraining or detraining. Employee lost time as a result of this injury. H&S Inspection revealed there were other hazards in the area to be on the lookout for.
- 10/11 LTI** Employee twisted left knee stepping from roadbed to paved roadway on X-Lead by X29/X30 switch. *Cause under investigation. More detailed follow-up when available.*
- 10/16 LTI** Employee detrained from a stationary locomotive. Left hand slipped off handrail and employee fell back to the ground. Sprain to wrist. Employee lost work. *Cause under investigation. More detailed follow-up when available.*

ROAD TRAIN ACCIDENTS / INCIDENTS:

Incidents - 2
CRV - 1
SCR - 0

- 10/03** 177-02 motor vehicle crossing incident at Mile 63 Yale Subdivision. Train contacted pup trailer of dump truck. No injuries and minor damage to front of locomotive. Crew continued after released by the RCMP. **(3rd party incident)**
- 10/08 CRV** Road Crew removed remote off the east end of K1 and placed unit on lead. Then the lead unit was placed into track K2 with the intent to couple the remote to the east end of the lead unit to have ditch lights leading going back to Coquitlam. Conductor checked the clearance with his arm and determined the unit should clear the equipment left in track K1. The front corner of lead unit cleared the equipment in track K1, but the hopper at the east end of track K1 contacted the lead locomotive approximately 20 feet back from the front of the unit. Resulting in damage to unit and east end car in track K1.

ROAD INJURIES:

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

09/28 MIR Employee entrained onto a stationary locomotive at Boston Bar. The footing at that location was lower than normal. The employee place left foot on bottom step. Toe of boot slipped off and contacted the ground on an angle resulting in sprain to left ankle. Employee continued training.

Injury Reviews Reports:

Injury review of employee injuring ankle while entraining locomotive, failed to maintain 3 point contact foot on step was not securely in place prior to putting weight on. Foot slipped off and rolled ankle in ballast.

October 2008 SCR REPORT
OUTSTANDING SCR(S)

SCR's outstanding elevated to the minutes 4
SCR's over 30 days 4

041 obstructed sight lines leaving Williston Parking lot
063 Large bolder on the bank at mile 18.2 cas. sub. **To be elevated as item**
065 AT02 in A yard west end excessive lateral rocking.
067 K10 over grown brambles

SCRS RECEIVED IN 2008: 84

SCRS OUTSTANDING FOR YEAR: 17

INVESTIGATION OF SAFETY RELATED OCCURRENCES PROTOCOL:

CANADA LABOR CODE PART II: Nil for the month

PREVIOUS BUSINESS:

LOCOMOTIVE ITEMS:

MISC. ITEMS:

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.

2008 04 03 – Halcon N. Bend taxi; D/ Letain/W. Temple

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 responses 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 mngr. 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 a 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.

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.

2008-05-05 Ability to Communicate Safety Issues; Sandra McCartney/Brad Thiede

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.

2008-07-05 Site lines, overgrowth, Vancouver terminal, Cascade Sub. Action: D Letain/W Temple

August 2008 – Identified two locations. Committee noted there are many location and signals. It was recommended reps note these locations on their trips and send them to Mr. Letain.

September 2008-NO PROGRESS, NO UPDATE.

October 2008

Numerous concerns to safety and health reps about browning of the over growth facing the rail up to 20 feet in height indicating a chemical foliage agent has been used, the concern is what are the health risks to RTE's and YSE's, why were the employees not notified of it's application.

2008 08 04 – Asbestos in the Workplace – Gerry Ranson/Dan Letain

Committee would like a list of the material contained in train and locomotive brake shoes, Would like information where asbestos is still used or evident in the workplace, including building and locomotives.

September 2008- Request from mechanical and B&B for inventory list of all asbestos effected areas in Vancouver Coquitlam and North Bend.

October 2008

Mel Schille reported back to the committee that brake shoes used do not contain asbestos. Brad Thiede provided an asbestos inventory report and the Asbestos Policy for his review. Asbestos Policy is available on Railcity for all employees.

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.

NEW BUSSINESS

2008 10 01-Conventional yards using 2 unit consist W. Temple/B. Thiede

Use of yard engines with slug leading should not be in use unless engineer is on operating leading end; engine consist should be turned so controlling cab is on the leading ending.

2008 10 02-Whistle post missing W. Temple/ D. Letain
South track Maple Meadows.

2008 10 03-North Bend yard office W. Temple/D. Letain
Sign at N/W end of the yard office at head height level, needs to be raised

2008-10-04-O-yard station condition. C. Neill/F. Herbold

Mouse bodies and droppings found in all eating areas and appliances.
Remove and replace fridge.
Remove large stove and replace with toaster oven.
Remove ice machine as it is not in use.
Bulletin books not being updated properly by janitor.
Remove rodent problem, clean and sterilize area before installing new appliances.

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.

RISK ASSESSMENT: NIL

PLANNED ACTIVITIES WP&CS FOR November 2008

SOFAS AUDITS TO BE COMPLETED on or before next pre-meet day. S McCartney

Customer inspections: O-yard/ refineries/ K, L,N Yard prior to next pre-meet day.

Work place inspections:

To be determined before next pre-meet day :Williston, Roberts Bank and O-yard.

OPEN DISCUSSION:

Craig Neill -Awaiting training, OH and S course.

Wally Temple-When will “part 2” training take place for new members?

Ken Thomas- Are there going to be flu shots offered to employees?

SUB-COMMITTEE REPORTS:

FATIGUE COUNTER MEASURES SUB COMMITTEE: G Ranson/D Letain

No counter measure in place

WESTCOAST EXPRESS SUB COMMITTEE: Wally Temple/Mel Schille

September 2008-

Dog feces bags being thrown over the fence at M-1,M-2 designated walk ways.

October 2008- No update

West Coast Express report: Wally Temple

An SCR was submitted asking for the compounds used in the brake shoes to see if they had asbestos in them it was not received. I talked to Mel Schille and asked if the WCE employees were aware of the SCR process as we have been told that the old SCR forms were being used again. He said that they were aware and he would inform the crews again about the process of Faxing the SCR to 604 944 5708 then informing a supervisor.

VIF SUB COMMITTEE: Wally Temple

October 2008 VIF report

Trains arriving and departing have had locking pins on the containers missing or not properly secured. The managers and the Carmen will be monitoring the problem. Also the emergency evacuation procedures will be distributed to the workers during the next month's safety Blitz. The Evacuation plan is to have workers notified by radio then the truckers and locomotive engineers will sound their horns with one long blast which will alert anyone that is not equipped with a radio.

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

October 28, 2008

There was one minor injury the last month for the SNC group. A flake that entered an employee's eye required a wash out and attended by their first aider, the employee was wearing safety glasses.

Okay Pier 4, and 3 are complete, Pier 2 final pour of the cap this week, next week tear down the forms let cure and final clean up and grading all done Nov 7th.

Pier 1 rebar and concrete pour of columns next two weeks, then put on cap and cure plan to all done by the end of November, A9 to be reconnected first week December. Pier 5 at old Coast Meridian entrance will be complete by Nov 30th.

New Coast Meridian Entrance crossing there will be a turn light put in heading west on the Lougheed, and we will change the turn lanes around to exit so the turn lane will be on the right, and the straight and left turn will be on the left.

The bridge contractor still working on the launch details for launching the bridge across the rail yard, once they have a 90% plan which means 90% of the details are worked out we will present to all three functional Safety committee reps (one person from each committee) in a general meeting to take back to their respective committees.

YARD MAINTENECE SUB-COMMITTEE: S deJersey/S McCartney/F Herbold

Current projects working with MOS and special lubricants.
Track identification on switch stands.(A-13,A-15 W/E missing I.D.)

**October- swt. stands to be painted and I.D installed.
C-3/C-2 x-over- C-3 swt, target loose and adjusted.**

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

D Letain has revised pre-departure check list.
Booklet in progress.

TAXI SURVEYS: Nil

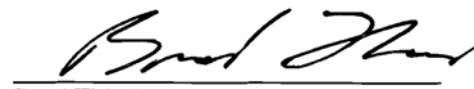
ADJOURNED: 15:50

RUNNING TRADES WORKPLACE HEALTH & SAFETY COMMITTEE

Next regular meeting for the H&S Committee will be held November 26th 2008 at 0900 on the 2nd floor, board room of the Coquitlam Yard Office.



Gerry Ranson
Co-Chair



Brad Thiede
Co-Chair

Inspections October 2008

O-yard Informal inspection C Neill

- 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.

Past Inspections

Appendix I

Updated inspection report as of September2008

**Fire extinguishers are 4 years out of date for hydrostatic testing.
Air filters in Tower are in need of replacement and a regular inspection schedule.**

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

5.) 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

Williston Yard Office:

Fire Extinguishers are all overdue.

Battery disposal are full.

Men's washroom the urinals don't drain properly.

Crew's computer room/bull pen is dirty.

Fridge needs cleaning.

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

Switch maintenance is lacking.

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).

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.

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.
- Rail between L16 and L14 in walking area
- L Lead West of east end switch needs ballast regulated where new ties went in.
- CN Lead by Roger's Sugar between switch and diamond on North side along concrete barrier there is a lot of debris (tie plates, buckets, garbage, etc.) left behind by section or tie gang.
- West end L16 extension, CN Lead – 3 car lengths East of switch where old rail left behind end there are tie plates, spikes, and debris in the entrain area.
- N Yard East end and West end switches were identified and re-painted.

2008-08-03 Switches Wally Temple/Fred Herbold

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

WF -18 – **Sept update All swt in this area have targets applied**

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

October 2008

No update.