

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

**December 18th, 2008  
MEETING NEXT MEETING January 28th, 2009**

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

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GUESTS – Nil

CHAIRPERSON: Gerry Ranson  
RECORDING SECRETARY: Craig Neill  
CALL TO ORDER: 08:30 December 18th, 2008

**Errors and Omissions**

**Numerous SCR's were missing from last months minutes and have been inserted.  
Outstanding SCRs were not listed.**

**SAFETY FRAMEWORK ACTIVITY UPDATES**

Framework completed and under review for 2009

**AUDITS:**

SOFA - 39  
ORCA -9

**EDUCATION and AWARENESS:**

Bulletin issued on reverse movements in a controlled location rule 573.  
Bulletin BCO-25208 submitted for wire at Canems tack O-8 re: restricted clearance.  
Bulletin VSA-215-08 Switch throwing procedures and clarification.

**REVIEW SAFETY RULE OF THE MONTH:**

**Rule T-5**, aligning drawbar couplers. Equipment to be separated by 50 feet and secure, apply 3 point protection. Will be issuing bulletin on clarification and how to apply rule.

**CUSTOMER INSPECTIONS:** Total: 15 for year to December.  
December 3, 4 Vancouver terminal See appendix 3,4  
December 16 Vancouver terminal See appendix 5

**WORKPLACE INSPECTION:**

K,L,N yard see appendix 4,5

Cascade East M 102-M 67see appendix 6

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

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.

**December Bulletin** issued.

**REVIEW OF SAFETY PERFORMANCE REPORT:**

**FRA Injury Frequency Year – To – Date as of December 17<sup>th</sup>2008 VANCOUVER**

Frequencies gives rate of injuries per 100,000 hours worked,

FRA injuries are injuries that require medical treatment.

| <b>YTD Frequency %</b> |      |
|------------------------|------|
| Vancouver Terminal     | 4.53 |
| Commuter Rail          | 0.00 |
| Cascade/Roberts Bank   | 0.56 |
| Thompson               | 1.08 |

|                  |             |
|------------------|-------------|
| <b>VSA Total</b> | <b>2.08</b> |
|------------------|-------------|

|                                |
|--------------------------------|
| <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        |
| November        | 0            | 0        | 0          | 0        | 0        |
| <b>December</b> | <b>0</b>     | <b>1</b> | <b>0</b>   | <b>0</b> | <b>0</b> |
| <b>YTD</b>      | <b>8</b>     | <b>2</b> | <b>5</b>   | <b>0</b> | <b>3</b> |

**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         |
| November        | 1            | 0         | 6          | 0        | 0         |
| <b>December</b> | <b>5</b>     | <b>0</b>  | <b>4</b>   | <b>0</b> | <b>0</b>  |
| <b>YTD</b>      | <b>23</b>    | <b>11</b> | <b>51</b>  | <b>0</b> | <b>12</b> |

**YARD TRAIN ACCIDENTS/ INCIDENTS:**

**Incidents – 4**

**CRV - 0**

**SCRV - 0**

- 12/01** Yard crew had difficulty lifting track XT31. Crew walked the track and found the DTTX623091 was derailed. Cause was determined as a possible by-pass coupler from a different movement, not this crew. Unable to determine who was responsible for previous incident.
- 12/05** Yard crewmember pulled the pin as the movement was shoving. The crewmember did not instruct the engineer to stop until the movement was clear of the signal. The car that was cut off later coupled at approximately 8 MPH resulting in a shifted load.
- 12/11** Yard crew ran thru L4A switch.
- 1217** Road Switcher crew, while traveling toward the west end of B20, derailed at divider switch account snow and ice build up in points.

**YARD INJURIES:**

**Lost Time Injuries (LTI) - 0**

**Minor Injury Reports (MIR) - 5**

**Medical Treatment Injuries (MTI) – 0**

- 11/29 (MIR)** Employee walking toward track BT06 stepped on a piece of metal between track BT04 and BT05. The piece of metal was approximately 2"x16" and sprang up and contacted the employees right shin.
- 12/03 (MIR)** Employee felt sharp pain on right side of back while lining the east end of PT03 crossover switch.
- 12/15 (MIR)** Yard employee twisted right ankle detraining from locomotive.
- 12/17 (MIR)** Yard employee close engine door on right pinky finger.
- 17/17 (MIR)** Yard employee was clearing ice and snow from a bleed rod and slipped banging his knee.

**ROAD TRAIN ACCIDENTS / INCIDENTS:**

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

**ROAD INJURIES:**

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

**11/29 (LTI)** Employee was entraining onto the first car of his train to get to the hand brake. The stirrup was higher than normal and as the employee lifted his leg he felt a sharp pain in the back of his leg.

**Injury Reviews Reports:**

Nil.

**December 2008 SCR REPORT**

**OUTSTANDING SCR(S)**

041 Williston parking lot restricted sight lines leaving  
071 S71 fencing foul of track  
072 Port Moody no switch target or reflective tape at the dumper  
073 Engine 1440 bad order radio  
077 Hazards entering newstech fire hazard inside the building  
078 Holes in the ballast in C8 C9  
082 UGG truck speed over the crossing while switching  
083 Unit 1441 unsafe to switch with while in Belt pac account lurching.  
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  
088 Commuter engines needing units to be sanded regularly  
089 East end of A yard has tripping hazards.

SCRs elevated to items:065,067.

|  |           |
|--|-----------|
| <b>SCR's outstanding elevated to the minutes</b> | <b>3</b>  |
| <b>SCR's over 30 days</b>                        | <b>16</b> |

**067 K10 over grown brambles**  
**COMPLETE**

**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.**

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**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.**

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**2008-05-05 Ability to Communicate Safety Issues;** S McCartney/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.

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

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

**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 30<sup>th</sup> 2009.**

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**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.

**November 2008**

No answer available as to what product was used to reduce growth.

Will wait for formal inspection and foliage to return in the spring.

To readdress.

**December**

**The chemical used as a herbicide was Garlan. Bulletin was issued in July 08 of it's application.**

**COMPLETE**

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**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.**

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**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.

**November 2008**

To be monitored until next month, yard crews encountering this problem are encouraged to either get the appropriate power or work accordingly and protect the point as required by the rules.

**December 2008**

**Have had no reports of units being used this way in the last month.  
Managers intend to keep the engineer on the controlling leading end.  
COMPLETE**

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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.**

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**2008-11-01 Large boulder on the bank at mile 18.2 cas. sub.** {SCR-63} W Temple/D Letain  
This boulder appears unstable and will be investigated by ES.

**December 2008**  
**Bolder removed from the bank.**  
**COMPLETE**

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**2008-11-02 Inspection of workplace, identifying and resolving after ES crews perform work.** B Thiede/ S McCartney  
Committee would like to know when ES employees work in area that it is left in a safe condition.

**December 2008**  
**When E/S crews arrive for work H&S employees will inspect previous to their departure.**  
**COMPLETE**

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**2008-11-03 Issue a bulletin when Summary Operating Bulletin becomes effective and insert new handbrake policy.** W Temple/D Letain

**December 2008**  
**Reference to the Handbrake Job Aid has been placed in the documents required portion of the SOB.**  
**COMPLETE**

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**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 16<sup>th</sup>.**

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**2008-11-05 To address the seating issues of the yard engines** C Neill/F Herbold

To survey engineers if current seating is satisfactory, to test different current models available and collect input.

**December 2008**  
**To date I have received numerous reports from locomotive engineers either in an SHR, letter or phone call format.**  
**The concerns vary and they are as follows:**  
**1-Yard engines need side mirrors, these were removed in error and are a great asset to the engineer for keeping in visual contact with the crew.**  
**2-Maintanine some kind of standard with the seat pans and backs and offer some kind of adjustability, replace as required, and maintain**

3-Engineers on road switchers have expressed the same concerns about the power they are assigned.

4-Sand in the sandbox to assist in stopping and pulling.

5-some kind of cleanliness standard.

6-Defrosters that work.

7-Wipers that work.

I will work with the shops and take 2 yard engines that are in need of new seats and replace with a more ergonomic design that is available from the shops.

Sub-committee will be formed to deal with yard engine issues.

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## **NEW BUSINESS**

### **2008-12-01 Securing equipment**

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.

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**2008-12-02 Cross level variation** AT02 in A yard west end excessive lateral rocking. Was suppose 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>.

**COMPLETE**

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**RISK ASSESSMENT:**      NIL

## **OPEN DISCUSSION:**

Laura Pineault-Will investigate the potential to recycle used gloves {as has been done on VIA} and initiate a program.

Sean deJersey-Compiling a survey to let employees know what the health and safety committee functions are, and how they benefit us.

Gerry Ranson-The past year has been long and often frustrating but we have made efforts to improve our working environment, Merry Christmas.

Danny Letain-Danny spoke of the recent Aylth injury and has found out that the hand that was caught in the coupler was able to be saved, " it is important for employees to understand that the separation to go in between cars to work is 50 feet"

The importance of securing equipment and the onus on ones self to work safely is paramount. I would like to thank everyone for their effort in 2008 and I believe we have made our working environment safer. Happy Holidays.

Craig Neill-I would like to thank everyone whom has put in countless hours of their personal time and effort to make our work place safer. Merry Christmas

**SUB-COMMITTEE REPORTS:**

**Sandra McCartney**  
No report

**FATIGUE COUNTER MEASURES SUB COMMITTEE:** G Ranson/D Letain

It is apparent minimal progress is being made in fatigue counter measures. There was a conference call with the NMC recently with Manager's of Operations regarding crew handling at the AFHT. There has been a recent incident on crew fatigue {a crew was told they would be deadheading and then were instructed to work back} that has been followed up with the NMC and proper calling procedures will be enforced, also a conference call with managers and NMC will continue to try to address fatigue at the away from terminal.

**WESTCOAST EXPRESS SUB COMMITTEE:** Wally Temple/Mel Schille

West Coast Express report: Wally Temple

An SCR was submitted for lack of sand on the units making it unsafe while stopping account having blended brakes a wheel slip is detected and the brakes release causing the train to travel past the platform track. Sand was applied on Nov 15 but the sand is not filled on a routine basis it should be done every time the units are sent into VIA for servicing.

**VIF SUB COMMITTEE:** Wally Temple

No bulletin has been issued for the emergency evac horn plan. At VIF we did a safety day walk about to talk to all the employee's working in the VIF plant to introduce the committee members to the employees and discuss safety related issues. A safety inspection was conducted as well and several items noted. Several switches P3 both ends, P3 P6 divider, P6 X over switch were all reported to Engineering Services with some being repaired that afternoon the remainder repaired on Dec11th.

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

**Safety:**

There was one minor injury SNC employee cut his right index finger on metal, first aid was provided by first aider on site.

**General:**

The turn light heading west at the new entrance at Coast Meridian has been activated and is working Dec 2nd. The stop lines and words have been painted at the new Coast Meridian entrance; the painting at the old entrance has been removed. The lighting profiles for the piers and the lights that will be pointing down towards the yard have been provided to CPR. The plans have been sent off to Calgary for review the piers will be illuminated and across the bridge over the property to remove any shadows the bridge may cast at night.

The company doing the launch of the spans across the rail yard is KWH Engineering we have meet with them twice now and they are nearing the stag where the 90% launch plans and schedule will be ready in early January. Once we have reviewed with them and SNC will have a meeting with the three representatives of the committees for a presentation and questions. The first launch over from the south abutment to pier one is scheduled for March 14, 2009.

The radio testing was completed with feed back from mechanical and field ops employees who worked with the system, the radio shop folks have taken in the information and will fine tune into the system for its implementation in February 2009. The radio system must be up and working prior to the launching of the bridge spans in March of 2009.

**Pier Updates:**

Pier#1: Stripping of the cap work going on the first week of December will water down to cap and then have clean up and move out of the area. CPR Engineering Services plan to hook up A9 on December 8th, then a site inspection will take place with CPR, and SNC for sign off of the Area.

Piers #2, #3, and #4 are all complete.

Pier #5: The columns have been erected the cap soffits and forms are being moved over from pier #1 to pier #5 this week. Starting next week December 8th SNC will erect and rebar the cap for the pier, and the plan is to have to cap poured out on December 19th. Curing will take place on the week end December 22nd, and 23rd will be stripping of the cap water down and exit the area pier #5 will be complete at this time.

The contractor will be off from December 24th through to January 5th 2009.

Submitted: B Ziglinski

**YARD MAINTENANCE SUB-COMMITTEE:** S deJersey/S McCartney/F Herbold

The Coquitlam and Vancouver terminal yards require constant maintenance and upkeep and with the assistance of RTE's and YSE's submitting Safety Hazard Report's {SHR} we will endeavor to correct these issues. There is still a lot of work to be done by all to maintain our working environment.

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

Checklist in progress, possible release in January.

**PLANNED ACTIVITIES WP&CS FOR January 2009**

**Customer inspections:**

Develop plan and begin new years inspections.

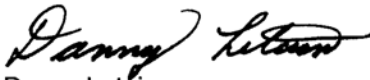
**Work place inspections:**

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

**ADJOURNED:13:00**

**RUNNING TRADES WORKPLACE HEALTH & SAFETY COMMITTEE**

Next regular meeting for the H&S Committee will be held January 28th 2009 at 0900 on the 2nd floor, boardroom of the Coquitlam Yard Office.



Danny Letain  
Co-chair



Gerry Ranson  
Co-chair

**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.

**Team track O-23**

Debris and concrete blocks OTM.

**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**

Fred Herbold

Craig Neill

**November 20th 2008**

**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.

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.**

**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:**

**Unit 1579** brakes and surges, especially when 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**

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.

**November 2008**

No update

**December 2008**

**See December Inspection**

**Williston Yard Office:**

Fire Extinguishers are all overdue./**DONE**

Battery disposal are full. **DONE**

Men's washroom the urinals don't drain properly. **Serviced by plumber.**

Crew's computer room/bull pen is dirty. **OK**

Fridge needs cleaning. **Cleaned but, regular maintenance is required.**

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**

- Rail between L16 and L14 in walking area **Removed**

- L Lead West of east end switch needs ballast regulated where new ties went in. **Ballast regulated**

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.

**Area cleaned**

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

**.Area cleaned**

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

**December 2008- See report.**

### **December 2008 Inspections**

### **Appendix 3**

### **Customer inspections**

**December 3<sup>rd</sup>, 2008**

Fred Herbold  
Craig Neill

### **Cascadia**

K-10 Brambles **SCR #67**

Brambles found at rail bridge 10 car lengths east of bridge.  
FH to address

### **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

#### **Williston**

1-Replenish spill kit

#### **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

### **United Way**

N/A , Spur removed from service, switch to siding locked .

### **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 30<sup>th</sup> 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.