



# The Spareboard

Ottawa Central Railway

April, 2006 V2N4

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## EMERGENCY RESPONSE PROFESSIONALS TEAM UP FOR SAFETY DEMO

### Activity help wrap up Railway Week in Canada

Ottawa Central Railway helped close out this year's Railway Week with a hands-on Safety Demonstration on April 28<sup>th</sup>. The day included workshops at the Jim Durrell Arena and afternoon follow-up at the Walkley Yard.

Representatives from various levels of emergency response took part. Presentations were also delivered by the RAC Dangerous Goods team members on First on the Scene Emergency Response to Rail Incidents, how to read shipping documents, train consists and a video presentation of Operation Lifesaver/Direction 2006 "Live to Help Another Day".

Consultant and organizer Ian McCord was pleased with the level interaction with Ottawa Fire Services, "I was impressed by the quality of the questions and also the level of interest shown during the hands on demonstrations," he said.

See Demo on Page 7

## EMERGENCY TRAIN SERVICES CLIENT IN TIME OF NEED

When OCR client Smurfit Stone in Portage du Fort ran short of chlorine recently, quick action from transportation supervisor Luc Larose and Customer Relations rep Rodney Hamilton followed.

See Emergency on page 7

In the spring of 2006, **Tour Nortel** raised \$557,804! Beneficiaries include CHEO along with the Queensway Carleton and Perley Rideau Hospital Foundations!

**Congratulations from OCR!**



Ian McCord Photo

The Transcaer CCPX 911 training tank car was an integral part of the April 28<sup>th</sup> Safety Demonstration at Walkley Yard.

### Health & Wellness Special to The Spareboard

## BEING SUN SAVVY 365 DAYS A YEAR NOW A TOP HEALTH ISSUE

**Outdoor workers and sun worshippers alike are becoming increasingly aware of dangers of UV rays all year around.**

By Dave Watts

By the time the northern climates hit February, just about everybody is suffering from a healthy dose of cabin fever. Maybe it's our body telling us we need we need just a taste of sunshine to assist in the development of a natural source of Vitamin D.

If you can bear the cold and snow, scoring sunny winter days in January or February can be just what the doctor ordered – *to a degree!*

### May is Cancer Month

Did you know the incidence of Melanoma has increased over 600% from 1950 to 2001 and the mortality rate has increased over 160% in the same period? \* Being sun wise is now a year 'round responsibility!

\* American Association of Dermatology

### Inside this issue of The Spareboard:

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- From The Corner Office Pg 8



## General Operating Instructions Section 8

### 12.4 Riding Equipment

**PURPOSE:** To ensure employee safety while riding various types of equipment.

**PROCEDURE:**

When riding equipment, employees **MUST ALWAYS:**

- continuously maintain a firm grip on handholds provided;
- be aware of and protect themselves against sudden movement or slack action;
- look in the direction of travel, continuously monitoring safety of movement;
- be aware of and react to restricted clearances;
- ride on the side which provides the best escape route (clear of adjacent structures and equipment if possible);
- be particularly vigilant where flangeways may be contaminated with snow, ice, or other material. Ensure locomotive is first carefully operated through the flangeway, and if in doubt, detrain and walk ahead clear of the equipment until beyond the condition.



Employees must observe the following restrictions:

- DO NOT RIDE on the roof of equipment.
- DO NOT RIDE the end ladder or end crossover platform, unless required to apply a handbrake.
- DO NOT RIDE inside a loaded gondola car.



- DO NOT RIDE in the end cage of a cylindrical hopper.



- DO NOT RIDE on the deck of a loaded flat car or on the lading of any car. Do not use the lading of a loaded flat car as a handhold.



- DO NOT RIDE on the side, top or end of equipment in any main shop, car shop or diesel shop tracks. This restriction applies on all shop tracks inside and outside building facilities.

- DO NOT RIDE on the side, top or end of equipment in any main shop, car shop or diesel shop tracks. This restriction applies on all shop tracks inside and outside building facilities.

Employees must only ride on the **SIDE** of equipment, utilizing the designated foot pedestals and handholds, with the following exceptions:

- TANK CARS - Employees may ride the end platform in a position to the outside of the rail, with a firm grip on, or arm hooked around the handrail.



- STANDARD FLAT CARS - If sight lines permit, employees should ride the side of an adjacent car equipped with proper handholds, if available. Otherwise, employees should walk beside the movement if it is a short distance.

### Sun SAVVY from Page 1

If you thought you're burning 'easier' these days, you're not alone! As a matter fact, Outdoor workers and sun worshippers alike are becoming increasingly aware of the dangers of UV rays all year around.

Years ago, the letters U and V meant not much more than two letters near the end of the alphabet. When used in conjunction with such words and phrases as Global Warming, Ozone Depletion and Melanoma, we began to see and make connections.

**See UV Damage, Page 4**

## backtrack

### The Ottawa Car Company

#### Streetcars for North American Cities

Thomas Ahearn was born in the densely populated Lebreton Flats area of Bytown in the mid 1850s.

In his teens, young Thomas spent some time with the Western Union Telegraph Company in New York City, then returned home as local manager of the Bell Telephone Company in Ottawa.

Another young resident, Maine born Warren Soper, was developing a similar reputation. Soper became manager of the Ottawa office of the Dominion Telegraph Company.

Similar interests brought them together in 1881, and from there, and over the next half century, Ahearn and Soper embarked on an incredible journey of invention, discovery and development neatly delivered around exceptional business skill.

By 1891 after the acquisition of numerous electrical businesses, Ahearn & Soper established the Ottawa Electric Railway (OER).

Following the introduction of electric tram service inaugurated with cars built in St. Catharines, ON, Ahearn and Soper began building their own.

In 1893, they bought out the business of Ottawa wagon and carriage builder W.W. Wylie and established a new facility at the corner of Kent and Slater Streets.

The Ottawa Car Company would evolve through other incarnations including the Ottawa Car Manufacturing Company and the Ottawa Car and Aircraft Company.

Virtually all future Ottawa streetcar orders were filled by Ahearn & Soper.

By Dave Watts

They were also credited as being the first to install rotary snow brushes and developed the world's first in-car electric heaters! Thomas Ahearn also received a patent for the electric stove!

The Ottawa Car Company built in excess of 1700 streetcars for numerous cities across Canada and the U.S. During the First World War, the company built military vehicles and aircraft parts during the Second World War.

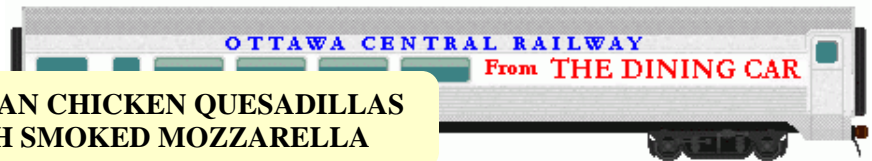
Following delivery of four 1000 series streetcars for the Ottawa Electric Railway in 1947, the plant was sold. The Ahearn and Soper influence continued in new

directions. By the 1950s the company was moving into electronic components and communications.

(See also Spareboard, Oct. 2005 'Ottawa Electric Railway')

#### Ottawa Car Streetcars Survive

Many Ottawa Car Company streetcars seeing service across North America have been restored. Five of Ottawa Car Company OER cars are known to exist. Car 825 is undergoing restoration in Kennebunkport, Maine, car 854 is in storage at the Canada Science and Technology Museum, car 859 rests at the Canadian Railway Museum in Montreal while car 696 is under-going restoration at OC Transpo. Car 905 is also under wraps at OC Transpo.



#### MEXICAN CHICKEN QUESADILLAS WITH SMOKED MOZZARELLA

Makes: 16 pieces

Preparation time, about 20 minutes

1 ½ cups	shredded cooked chicken or turkey (about 4 ounces)
2 cups	grated smoked mozzarella
1	tomato, seeded and diced
1	jalapeno pepper, seeded and finely chopped
1	clove garlic, minced
½ cup	chopped fresh cilantro
1 teaspoon	salt
4 (10 Inch)	flour tortillas

#### Preparation

- 1) In a large bowl, combine chicken or turkey, cheese, tomato, jalapeno, garlic, cilantro and salt.
- 2) Spread one-quarter of mixture over half of each tortilla. Fold unfilled side over and press gently.
- 3) Cook quesadillas on a barbecue or grill pan or in a large ungreased skillet for about 3 minutes per side, or until lightly browned and cheese has melted. Cool for 2 minutes. Cut each quesadilla into 4 wedges.

**Ottawa Central Railway**  
**2006 Incidents/Accidents through April**



	Apr 2006	Apr 2005	FIN 2005	FIN 2004	FIN 2003	FIN 2002	FIN 2001		Apr 2006	TOT 05	TOT 04	TOT 03	TOT 02	TOT 01
Main Track Accidents*	0	2	4	0	2	0	1							
Non-Main Track Accidents*	4	5	10	9	11	6	8	Human Factor	0	4	3	5	3	4
								Ice & Snow	1	0	0	0	1	1
Crossing Accidents	0	0	1	2	2	4	2	Track Conditions	1	1	1	0	1	1
								Vandalism	0	0	0	0	0	1
Trespassing Incidents	0	0	0	1	0	1	5	Equipment	0	0	0	0	0	0
								3rd Party	2	5	5	6	1	1
Employee Injuries*	0	1	3	2	5	8	0	Other	0	0	0	0	0	0
									4	10	9	11	6	8
Cardinal Rule Violations	0	0	1	0	0	0	2							
Hyrail Accidents	0	0	0	1	0	0	0							
Vehicle Accidents	0	0	1	1	1	0	1							
<b>TOTAL</b>	<b>4</b>	<b>8</b>	<b>20</b>	<b>15</b>	<b>21</b>	<b>19</b>	<b>19</b>							
<b>Other</b>	<b>2</b>	<b>3</b>	<b>8</b>	<b>20</b>	<b>13</b>	<b>12</b>	<b>0</b>							

**Back again for a 3<sup>rd</sup> time!!**  
**DID YOU KNOW, THAT...**

- Chocolate affects a dog's heart and nervous system; a few ounces could kill a small sized dog.
- Orcas (killer whales) kill sharks by torpedoing up into the shark's stomach causing the shark to explode.
- Most lipstick contains fish scales.
- Ketchup was sold in the 1830's as medicine.

**UV Damage from Page 2**

Today, most Ultra Violet radiation or UV rays come in three varieties, UVA, UVB and UVC. The most damaging are UVC rays, which are absorbed by the stratospheric ozone layer. However, as the ozone layer depletes, there is an increased potential for UVC rays to get through.

The UVB rays do get through the atmosphere and burn the outer layers of the skin.

They will penetrate and can be quite damaging.

The UVA ray is the most abundant of the three and *does* penetrate beyond the top layer of human skin.

***“the culprit is primarily the depleting ozone layer”***

Damage from UVA rays not only includes severe burning, but scientists and doctors believe the UVA ray is a risk factor in the development of cancers including Squamous, Basal Cell and Melanoma.

In the spring of 2006, Environment Canada’s scientists

reported that UV levels would be about 4% higher than pre-1980 levels.

The culprit is primarily the depleting ozone layer. The report also stated that the ozone layer thinned by 5% and worsened to “7% below normal by early spring.”

There is increasing agreement in the scientific community that climate change is a contributor to high-altitude ozone depletion.

**See Sunblock on Page 6**

## Performance Indicators

April, 2006



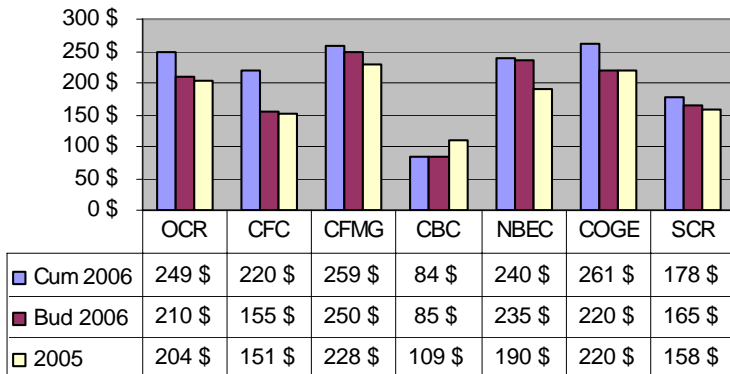
### Our Mission:

To be our customer's preferred supplier of transportation logistics services to help them meet the needs of their own customers.

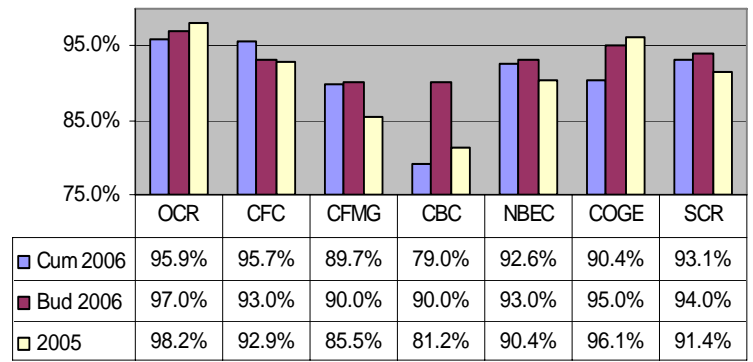
### Basis of the Mission:

To make a significant contribution to our customer's commercial success by providing safe, efficient and cost-effective transportation logistics services.

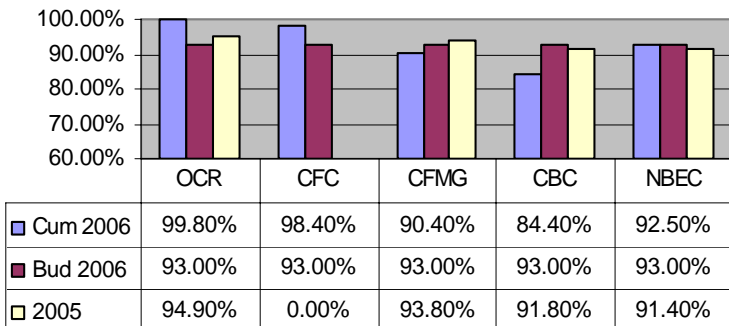
**Actual Freight revenues/employee ( 000 \$ )**



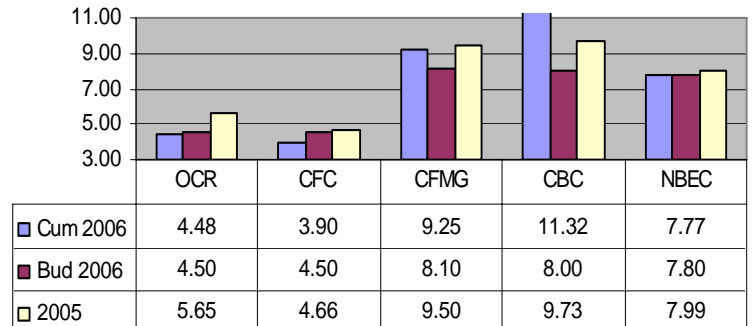
**Attendance**



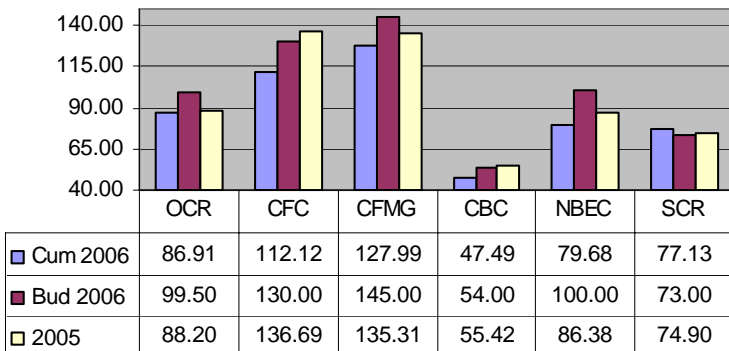
**Weekly Car Placements  
( % Placed / Garanteed )**



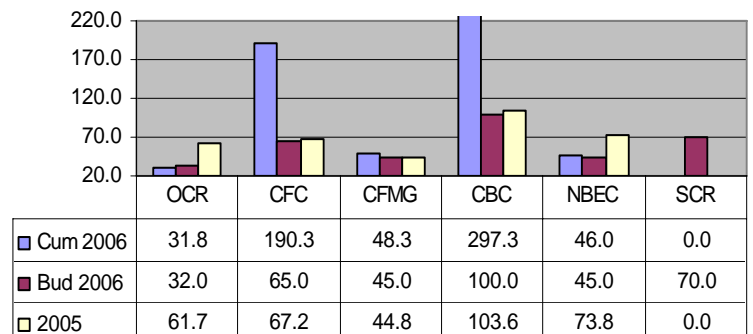
**Car cycle  
( Days ( empty-load ) )**



**Fuel Consumption ( GTM/litre )**



**Ratio - Train Accidents  
( # Accidents / Train mile ) X 1M**



**OCR Safety Rule!**

**Marc-Andre Gagnon selected the OCR Safety Rule of the Month.**

**Rule 115 - Pushing Equipment**

(a) When Equipment is pushed by an engine, a crew member must be on the leading car or on the ground, in a position to observe the track to be used and to give signals or instructions necessary to control the movement.

**EXCEPTION:** A crew member need not be so positioned when the portion of the track to be used is seen or known to be clear. However, the movement must not approach to within 100 feet of any public, private or farm crossing unless such crossings are protected as described in Rule 103 paragraph (b) or (g).

(b) On MAIN TRACK, when equipment is pushed by an engine, unless protected by a crew member as described in paragraph (a), the movement must:

- (ii) NOT exceed the overall length of the equipment; and
- (iii) NOT exceed 15 MPH.



OCR's Marc-Andre Gagnon

\* An OCR employee is picked at random each month to select a "Safety Rule".

**Sunblock from Page 4**

This year's thinning trend will continue throughout the summer months but at "slightly reduced levels." The comparisons are made against 1980 statistics when ozone depletion was first reported.

So how do we protect against the possibility of sun damage? Over the years, a wide number of new sun block products have flooded the market as manufacturers scramble to develop the most effective sun protection.

The industry standard for protection is the SPF designation, or Sun Protection Factor.

Generally the higher the number, the more complete the protection. But so far, perfection has yet to be obtained.

In 1992, a new weapon was introduced in the fight against UVA radiation. A French manufacturer developed a new ingredient for its line of skin care products.

Since then, Mexoryl SX has been included in Canadian and European versions of La Roche-Posay's Anthelios and Ombrelle sun block. However, Mexoryl SX has not been FDA approved as yet for sale in the United States.

So now, more than ever, skin does need sun attention during the winter months especially while on the ski slopes, ice rink or snow shoe trails. Staying sun savvy is key to happier and healthier outdoor fun. So, keep the sun block handy 24/7, all year 'round and help keep those UV rays in check!

(Daily weather and the latest UV index can be accessed at [www.weatheroffice.ec.gc.ca](http://www.weatheroffice.ec.gc.ca). Mexoryl ® SX as found in Ombrelle and Anthelios by LaRoche-Posay is available in most drug stores and can be ordered online from Ottawa based [www.feelbest.com](http://www.feelbest.com) )

**4 TOP SUN SAVVY TIPS**

1. Strive to avoid direct sunlight between 11AM-2pm
2. Wear polarized sunglasses
3. Cover up when stepping out of the pool
4. Use a sun block with an SPF rating

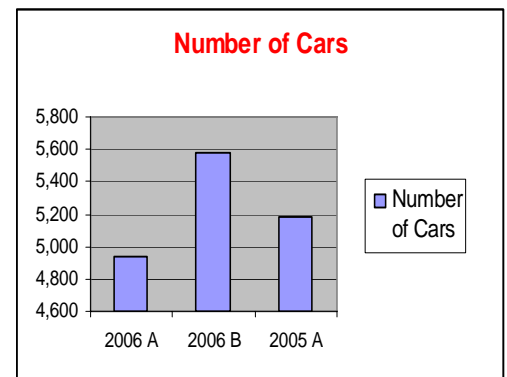
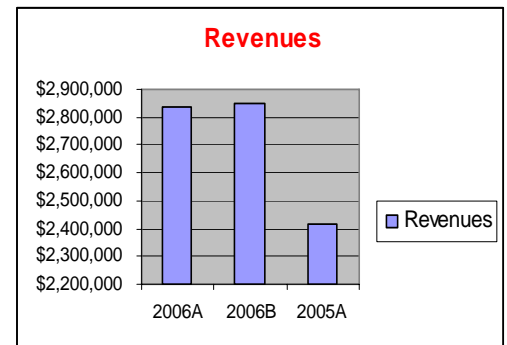
**Environment Canada UV Index**

- 0-2 LOW
- 3-5 MODERATE
- 6-7 HIGH
- 8-10 VERY HIGH
- 11+ EXTREME

Increased precautions needed relates directly to higher levels of UV. For more information, visit: [www.msc.ec.gc.ca](http://www.msc.ec.gc.ca)

**Performance Indicators**

April, 2006



## \$8 Million feasibility study to put light rail on city streets

### Storage and maintenance site determined

Ottawa's light rail project continues to roll. On May 17, a city committee gave the go-ahead to spend \$8 million to start planning for the possibility of putting light rail lines on Carling Avenue, Rideau Street and Montreal Road.

Funding was set aside in the budget as the lines are options in the city's overall transportation plan. City staff will study the feasibility of running lines on the streets and submit their findings to the province for review.

Meanwhile the debate where to put the light rail storage and maintenance facility ended on May 24<sup>th</sup> with Ottawa city council deciding on the Bowsville Road property at a cost of from \$3.5 million to \$5 million.

The preferred choice was the Walkley yard. But on May 19, the city concluded some toxic contamination was a concern at Walkley. OCR's James Allen suggested "there have been some fuel spills over the years,"

but wasn't sure why the city was writing off the site.

The third site under consideration was in the Lester Road area.

City council will vote next month on whether or not to build the \$725 million dollar line.

(RAC/Ottawa Citizen/CFRA)

### Safety Demo from Page 1

Rural Sector Chief Paul Hutt and his group came away with a new appreciation of rail operations and safety. The RAC's Manager of Dangerous Goods, Andy Ash was equally pleased. "I too was impressed by the quality of interest demonstrated by the men and women present today," reported Mr. Ash in a follow-up email. "The RAC is dedicated (to) ensuring its members have capable response procedures to transportation emergencies and security concerns along with an effective operating relationship with local emergency services."

The afternoon hands-on sessions included a demonstration of the CCPX 911 training tank car, OCR locomotive and railway rolling stock.

(OCR)(RAC)

**HAPPY BIRTHDAY!**  
**(June)**  
**Angele Brisson**  
**Wayne Brohart**  
**Congratulations from all**  
**your friends at OCR!**

Engineer Jason Laing and conductor Phil Perrier were ordered for 00:30 AM and had the car on the spot at Smurfit Stone by 3:00 AM. The customer was able to start unloading at 5:00 AM. Exceptional coordination and effort by all prevented the plant shutdown.

In addition to dedication and teamwork, Jason Laing and Phil Perrier responded to the call on their day off! Excellent work!

### The Players and the Sequence of Events...



Luc Larose and Rodney Hamilton launched the process to get the emergency train to Smurfit Stone

### Justin has arrived!



Congratulations to OCR Accountant Josee Oullette and her husband Steve! Justin arrived Friday, April 7<sup>th</sup> weighing in at 3.349 KG!

### Emergency from Page 1

So began a sequence of actions culminating in an exceptional example of customer service without which a plant shutdown was a real possibility.

The sequence of events unfolded with Rodney Hamilton confirming the car pick at Coteau, Quebec, on 441. Engineer Pat Robinson and conductor Jamie Campbell called Jerry Kelly as they departed Coteau for Walkley Yard. Upon arrival at Walkley an extra crew was ready to deliver the car to Smurfit Stone.



Pat Robinson & Jamie Campbell pick up the car in Coteau. (Jamie's photo not available)

Continued on Page 8

## The emergency train, the players and the sequence of events



Jason Laing and Phil Perrier deliver the car to the customer on time at 3:00 AM

### Special thanks to OCR...

-----Original Message-----

**From:** Lamaute, Reginald  
**Sent:** May 18, 2006 7:21 AM  
**To:** L Larose; J Kelly; R Hamilton  
**Cc:** Bouchard, Jean ; Pieschke, Joe ; Arulpooranam, Prema ; Roy Murray; Mike Downey; James Allen; CSC Campbellton  
**Subject:** RE: Contact

Thank you Luc for everything. It is very much appreciated. Car was here around 3 AM and we started to us it at 5 AM.

Thank you very much  
Réginald-H. Lamaute,ing.,MScA  
Production Manager  
SSCC - Pontiac Mill

### Grannie's Medicine Cabinet\*

Achy muscles from a bout of the flu?  
Mix 1 Tablespoon of horseradish in 1 cup of olive oil. Let the mixture sit for 30 minutes, then apply it as a massage oil, for instant relief for aching muscles.

The above tip may or may not work!  
Give it a try!

\*(Claim not necessarily medically proven)

## TAKE THE CASINO TO THE CASINO!

If vacationing to the Niagara Falls area is on your radar screen this summer, VIA Rail and the Fallsview Casino Resort along with Peller Estates Winery introduce the "Fallsview Casino Car!"

The first of its kind in Canada, the car is 'wrapped' as a Fallsview Casino slot machine.

On board, passengers will be able to relax and enjoy a complimentary wine sampling while learning to play poker or blackjack from a professional Fallsview Casino Resort dealer.

The learn-to-play and wine experience is available on Friday and Saturday night departures to Niagara Falls could fill the bill.

Contact VIA Rail for more info.  
(RAC)

### "Inbox" Top Pick!



#### Subject:

At the End of the Rainbow

## The Spareboard

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contact, Dave Watts  
[dw-dohn@hotmail.com](mailto:dw-dohn@hotmail.com)

## THE CORNER OFFICE

By James Allen

April revenues slipped below target by \$41K mainly due to the Louisiana Pacific contract not commencing as planned, expectations are now for a Q3 kick-off, and the closure of 2 paper machines in Ottawa by Domtar.

I am glad to inform that expenses have for the most part been kept in check....with the exception of some carry-over costs from the December derailment in Walkley Yard along with some unplanned locomotive repairs.

I cannot overemphasize the wasted costs we incur every time we go on the ground. You will see that our "Performance Indicators" are for the most part in good shape and I want to thank each and every one of you for

"keeping your eye on the ball".

As we enter our busy season for track maintenance our spending will increase therefore every effort must be made to keep the rest of our expenses in line.

With the better weather finally upon us I caution everyone to keep your eyes open and work safely.

Pay attention to your "Safety Briefings" ....they could save your life!

Remember "make every day a safe day.