

OCR SAFETY RULE
Page 10
By Cyril Wolfe

Going Green

MOU on Greening
Railways

See Page 6

Page 7
Steele
Rail
Don Steele

OBSERVATIONS

Engineering & Transportation

Pages 8 & 9

Serge Beauchamp

Luc Larose



THOMAS THE TANK ENGINE CHUGS INTO WALKLEY YARD

The Day Out With Thomas 2007: All Aboard Tour rolls into Ottawa Central Railway's Walkley Yard in mid August.

For more than six decades, children have been captivated by the tales of Thomas the Tank Engine. The Tour will visit 47 cities in the US and Canada.

Thomas-themed activities at the Imagination Station include stamps, temporary tattoos and hands-on arts and crafts.

Each year the tour grows, traveling to new destinations, adding new activities and welcoming new visitors.

See Thomas on Page 3



© 2006 Gullane (Thomas) Limited. A HIT Entertainment

Thomas the Tank engine was created by a father for his son over sixty years ago. Today, Thomas has grown to entertain thousands every year. Thomas and friends visit Ottawa Central Railway's Walkley Yard, August 17-19 and 24-26.

Great job!



Jerry Kelly Photo

Serge Beauchamp and his track crew show off the completed upgrade to the crossing at Sandy Hill, M 19.51, Vankleek sub.

TOWNSHIP PLEASED WITH NEW CROSSING

The completed crossing upgrade at Sandy Hill Road on the Vankleek Hill sub has drawn positive reviews from Champlain Township and nearby residents!

The crossing was a planned upgrade to accommodate work being done on Highway 34.

New crossing signals and traffic lights about 300ft east of the crossing at intersection were included. Great job Serge and crew!

Inside The Spareboard

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CORRECTION

The Spareboard, Vol3 No3, incorrectly identified OCR's Jon McNeil as John O'Neil. The Spareboard apologizes for the error and also invites you to turn to page 8 in this issue for an updated staff photo of Jon McNeil.



Backtrack

By Dave Watts

The third in a series of profiles
on classic
North American trains

"THE CANADIAN"

Now operated by VIA Rail, "The Canadian" celebrated its fiftieth anniversary in 2005. It is still one of VIA's finest services and a proud Canadian rail icon.

A half century ago, the CPR introduced "The Canadian", an exceptional passenger service featuring fine appointments and amenities well suited for both family and business travel.

Canadian Pacific Railway introduced "The Canadian" in April, 1955 in an attempt to encourage and foster new growth in passenger rail service. The post-war world was witnessing improved highways, automobiles and air travel as rail alternatives.

Each consist included two dome cars, dining car and a wide choice of sleeping options. Roomettes, drawing rooms, double bedrooms and berths were offered within the new, ultra-modern (mostly Budd) rail cars. Canada's flashy new rail entry was well documented in the media and it was among the world's longest ride at close to 4,600 KM.

The last car of each train was a boat-tailed observation car. Here, passengers could relax with a beverage, or maybe head upstairs to the dome for a more relaxing view. Each car was named for a provincial or national park.

The Canadian was one of the last specially designed full-service continent-wide passenger trains in North America.

At its introduction, the new train

allowed older equipment to be retired or placed in reduced service.

"The Canadian" now operates between Toronto and Vancouver, a three day journey.

For additional information on "The Canadian", visit www.viarail.ca.

Backtrack appears regularly in
The Spareboard



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** 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.



Rule of the Month
Cont'd on Page 6

Thomas from Page 1

The tour provides a unique interactive family experience at every station, offering a variety of entertaining activities that reflect the local flavour of each stop.

The approximate 25-minute train ride with Thomas the Tank Engine will depart every 60 minutes, rain or shine, between 9:00AM and 5:00PM daily.

Thomas and friends welcome visitors August 17, 18, 19 and 24, 25 and 26th. For additional information, visit www.thomasandfriends.com or www.dowtottawa.ca. Tickets are priced at \$18.00 for ages two and up.

Thomas The Tank Engine entertainment includes:

- 25-minute ride with Thomas the Tank Engine;
- Meet and take a photo with Sir Thopham Hatt™;
- Imagination Station featuring stamps, temporary tattoos, hands-on arts and crafts activities and coloring sheets;
- Storytelling, video viewing and live music.



Thomas the Tank Engine was created by a father for his son more than 60 years ago. Today, families in more than 145 countries enjoy fun and adventure of Thomas and Friends.

WORKERS FINED FOR 2005 ETHANOL SPILL

Two railway employees have been fined \$17,500 for a rail collision that caused a state of emergency in the eastern Ontario township of North Glengarry.

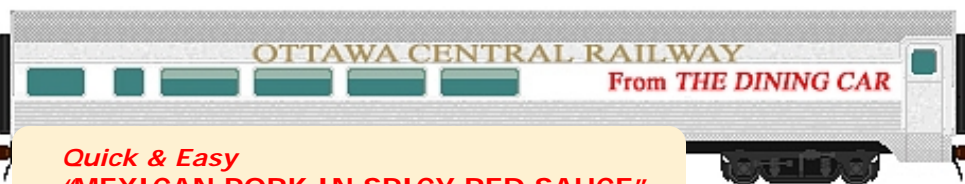
Pierre Belliveau and Normand Proulx, both employees of Ottawa Central Railway at the time of the incident, pleaded guilty Monday, May 14th to causing impairments to water quality in Cornwall court.

The Ontario Court of Justice fined Belliveau \$10,000, plus a victim fine surcharge, and Proulx was fined \$7,500 plus a victim fine surcharge. Ontario's Ministry of the Environment says the workers were

performing a switching operation on the railway track in Maxville on May 2, 2005 when a tank collided with a second set of railway cars. The tank ruptured and 100,000 litres of denatured ethanol seeped into the railway bed and nearby waterways.

Because of the highly flammable and explosive nature of the ethanol, the Township of North Glengarry declared a state of emergency. Two nearby schools were closed for the day, more than 140 residents of a nursing home were evacuated and residents were ordered not to use the municipal water supply for several days. The order was lifted May 5, when the drinking water was confirmed as not contaminated.

See Fines on Page 10



1 ½ lbs	Pork (Best with filet of pork, diced)
2 tbsp.	Oil
2 - 3	Fresh jalapenos, diced
1 medium	Red onion, diced
1 small	Tomato diced
1 can	Tomato sauce
16 oz.	Water
5 - 6 sprigs	Fresh cilantro, finely chopped
1 tbsp.	Cumin powder
1 tsp.	Garlic powder
Salt / pepper	to taste

- Salt and pepper the diced pork
- In a heavy skillet, add the oil and allow to get hot.
- Add the pork and cook till good and brown. Best if the pork kind of sticks to the bottom of the pan and leaves a good dark brown color on the pan. This takes 7 to 10 minutes.
- When the meat is done, add the onion and chilis and continue to cook for another couple of minutes.
- Add the tomatoes and stir, cooking for an additional couple of minutes.
- Add the tomato sauce and stir very well letting the sauce mix with the coating from the bottom of the pan.
- Stir in the water and add the cumin, garlic powder and cilantro.
- Salt and pepper can be added to suit your taste.
- Allow to come to a boil and reduce heat to simmer until liquid becomes a thick sauce.
- Serve (May be served with rice or noodles along with a garden salad).

INCIDENTS & ACCIDENTS

Through April, 2007



	APR 2007	FIN 2006	FIN 2005	FIN 2004	FIN 2003	FIN 2002	FIN 2001		APR 2007	TOT 2006	TOT 2005	TOT 2004	TOT 2003	TOT 2002	TOT 2001
Main Track Accidents*	1	0	4	0	2	0	1								
Non-Main Track Accidents*	3	13	10	9	11	6	8	Human Factor	0	2	4	3	5	3	4
								Ice & Snow	0	1	0	0	0	1	1
Crossing Accidents	1	1	1	2	2	4	2	Track Conditions	1	4	1	1	0	1	1
Trespassing Incidents	0	0	0	0	0	1	5	Vandalism	0	1	0	0	0	0	1
Employee Injuries*	1	1	3	2	5	8	0	Equipment	0	0	0	0	0	0	0
								3rd Party	2	5	5	5	6	1	1
Cardinal Rule Violations	0	0	1	0	0	0	2	Other	0	0	0	0	0	0	0
Hyrail Accidents	0	0	0	1	0	0	0		3	13	10	9	11	6	8
Vehicule Accidents	0	1	1	1	1	0	1								
TOTAL	6	16	20	15	21	19	19								
Other	4	7	8	20	13	12	0								

Weather Watch U.S.

TORNADO AFTERMATH

Missouri and Kansas have been hit with extreme weather this spring from massive flooding to killer tornados.

The photos show UP equipment at Greensburg, Kansas following the recent F5 tornado. Greensburg is on the former Rock Island "Golden State Route" between Pratt and Dodge City. The route is now a high speed intermodal and double stack route.



Performance Indicators

April, 2007



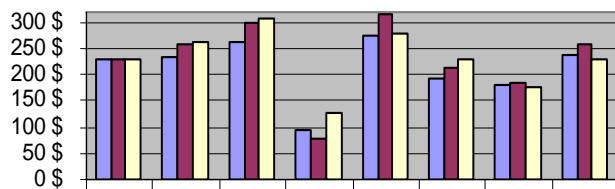
Our Mission:

Grow profitably while becoming our customer's preferred supplier of transportation logistics services to help them meet the needs of their own customers.

Basis of the Mission:

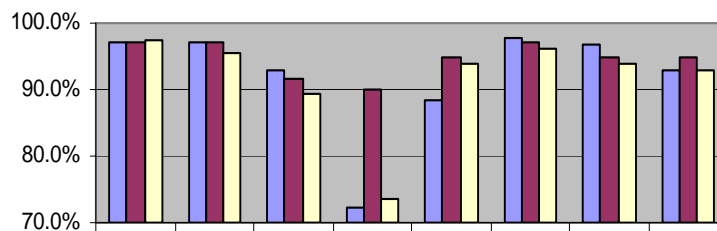
To make a significant contribution to our customer's commercial success by providing safe, efficient and cost-effective transportation logistics services.

Total revenues/employee (000 \$)



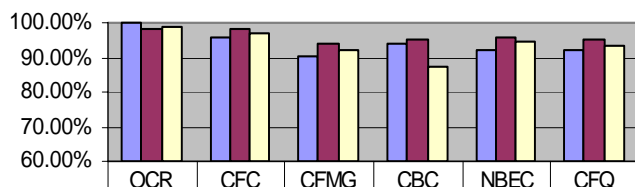
	OCR	CFC	CFMG	CBC	NBEC	COGE	SCR	CFQ
Cum 2007	231 \$	233 \$	264 \$	93 \$	274 \$	192 \$	180 \$	236 \$
Obj 2007	230 \$	260 \$	300 \$	80 \$	315 \$	213 \$	185 \$	259 \$
2006	229 \$	262 \$	306 \$	128 \$	279 \$	228 \$	178 \$	229 \$

Attendance



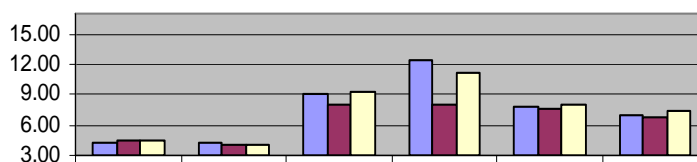
	OCR	CFC	CFMG	CBC	NBEC	COGE	SCR	CFQ
Cum 2007	97.2%	97.0%	93.0%	72.2%	88.5%	97.9%	96.8%	92.9%
Obj 2007	97.0%	97.0%	91.5%	90.0%	95.0%	97.0%	95.0%	95.0%
2006	97.4%	95.4%	89.5%	73.7%	93.8%	96.0%	93.9%	92.8%

Weekly Car Placements
(%Placed / Garanteed)



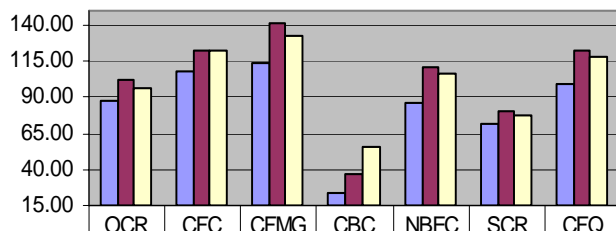
	OCR	CFC	CFMG	CBC	NBEC	CFQ
Cum 2007	100.00%	95.50%	90.30%	93.80%	92.30%	92.20%
Obj 2007	98.00%	98.00%	94.00%	95.00%	96.00%	95.00%
2006	98.50%	97.00%	92.00%	87.50%	94.50%	93.50%

Car cycle
(Days (empty-load))



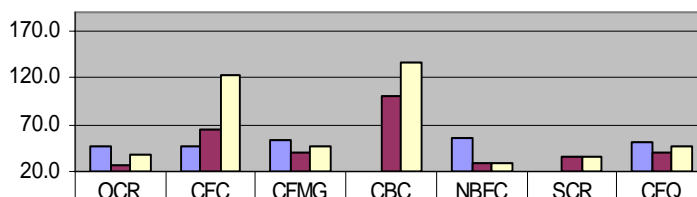
	OCR	CFC	CFMG	CBC	NBEC	CFQ
Cum 2007	4.25	4.18	9.05	12.40	7.78	7.01
Obj 2007	4.50	4.00	8.00	8.00	7.70	6.80
2006	4.46	4.12	9.35	11.07	7.98	7.40

Fuel Consumption (GTM/litre)



	OCR	CFC	CFMG	CBC	NBEC	SCR	CFQ
Cum 2007	87.50	108.12	113.36	23.77	86.21	71.73	99.66
Obj 2007	102.50	122.00	141.00	37.50	111.00	80.00	122.00
2006	96.18	122.42	133.21	55.51	106.75	76.81	117.55

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



	OCR	CFC	CFMG	CBC	NBEC	SCR	CFQ
Cum 2007	46.7	47.6	54.4	0.0	56.2	0.0	50.7
Obj 2007	27.5	65.0	40.0	100.0	28.0	35.0	40.0
2006	37.4	124.0	46.8	135.5	29.7	36.0	46.4

Fern's Rule Of the Month Continued from Page 2

- **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.

Fern

Going Green!

GOVERNMENT AND RAC ON TRACK FOR GREENER FUTURE

Transport Canada, Environment Canada and the RAC have announced an agreement aimed at reducing pollution and greenhouse gases (GHG).

"We will begin to regulate emissions from the rail industry in 2011, but while regulations are being

CHTR TRAINING RETURNS TO OTTAWA

The Canadian Heartland Training Railway (CHTR) "Railway Operations Live!" course returns to Ottawa in late August. The introductory program to basic railway operations is sponsored by the Railway Association of Canada and sponsored by CHTR.

"The course provides an excellent opportunity for regulators, those new to the industry, shippers or simply those interested in railway operations to experience some basic day-to-day railroading says the RAC's Bruce Burrows.

The two day program runs in association with Ottawa Central Railway, August 29 and 30th.

put in place, this agreement provides a framework for realizing reductions in both air pollutants and greenhouse gas emissions," said Transport Minister Lawrence Cannon in the May 15th announcement.

This Memorandum of Understanding (MOU) with CN, CP, VIA Rail and Go Transit is a first step in a broader plan to reduce air pollution from railway operations consistent with the requirements of the world-leading standards of the United States Environmental Protection Agency (EPA).

The MOU will help Canada turn the corner on climate change and build towards its goal of a 150 megatonne absolute GHG reduction by 2020.

This agreement is similar to the approach taken in the auto sector in which voluntary action is to be followed by a regulation.

This approach delivers immediate actions to address air pollutant and GHG emissions from railways.

Fun with Words (7)

PONDERISMS!

1. I used to eat a lot of natural foods until I learned that most people die of natural causes.
2. **Gardening Rule:** When weeding, the best way to make sure you are removing a weed and not a valuable plant is to pull on it. If it comes out of the ground easily, it is a valuable plant.
3. The easiest way to find something lost around the house is to buy a replacement.
4. Life is sexually transmitted.
5. Have you noticed since everyone has a camcorder these days no one talks about seeing UFOs like they used to?

Next steps include the Government of Canada working with the rail industry to reach MOU goals and consulting with them to put regulations in place in 2011.

Along with Minister Cannon, the agreement was announced by The Honourable John Baird, Minister of the Environment and Cliff Mackay, President and CEO of the RAC.

For more information, visit www.railcan.ca or www.tc.gc.ca

THE FOUR LARGER RAILWAYS HAVE AGREED TO:

- adopt greenhouse gas targets that will reduce GHG emissions;
- prepare an action plan for GHG emissions reduction;
- purchase only new, EPA-certified locomotives; and
- upgrade existing in-service locomotives when they are overhauled, beginning in 2010, to the EPA standards in effect at that time.



Don Steele presents another in a series of articles on the railways that make up the QRC.

ALL ABOARD THE CFMG

The Matapedia and Golf or CFMG as it is commonly referred to, is a major player in the QRC family. The Mont Joli Sub begins in Campbellton N.B. and continues west for 190 miles to Rivière du Loup Quebec.

This line is a major link in the railway infrastructure of the region and provides an alternate route to the rail hub of Moncton and the port of Halifax. CN trains recently moved over these lines due to a major derailment on the CN lines in north western N.B.

The line begins in Campbellton and follows the beautiful Matapedia River as it snakes through the valley for 60 miles. The track is built on the shores of this very famous salmon river and employees will often see fisherman in their distinctive 26 foot canoes casting into a pool filled with wild Atlantic salmon.

The main terminal for CFMG is in Mont Joli which is 105 miles from Campbellton. It is also the junction with the Matane Sub and a major client on this line is the Smurfit Stone mill similar to the mill in Portage du Fort. There is also a rail boat that crosses the St Lawrence river to Baie Comeau thus servicing a paper mill and an aluminum smelter.

The Mont Joli Sub continues along the mighty St Lawrence river to Riviere du Loup at mile 190.

I have provided training to CFMG

employees for the past seven years and I have a healthy respect for the quality of employees working on these lines.

There is a good mix of seasoned veterans as well as younger employees that provide safe and reliable service.

One such employee is a young track employee named Patrick Roy. His father Luc Roy is an experienced trackman and father and son work together on the Mont Joli sub. Track work is taught by "hands on real life experience" and Patrick is a good example of the type of dedicated employee ready to take on more responsibility as the "baby boomers edge towards retirement.

The same holds true for the transportation employees employed by CFMG. I have had the experience of watching them grow and mature from new conductors to experienced and professional railroaders and then for some, qualified locomotive engineers.

I always look forward to training in Mont Joli where I find the employees have a keen interest in deepening their knowledge of the operating rules and technical savvy needed to operate safely.

Next month, the Charlevoix Railway.

Don



Happy Birthday

Angele Brisson
Wayne Brohart

Anniversaries

Bruce McRae
6 Years

Congratulations
from all your friends
at OCR!

Don Steele sends along this photo of the CFMG winding along the Matapedia River. "The track is built on the shores of this very famous salmon river and employees will often see fishermen in their distinctive 26 foot canoes casting into a pool filled with wild Atlantic salmon.."

Photo courtesy
Don Steele



Monthly Observations Per employee

ENGINEERING

By Serge Beauchamp

Track employees	Jan	Feb	Mar	Apr	Total YTD
Benoit Beauchamp	3	4	5	4	16
Serge Beauchamp					
Georges Brohart	3	3	2	8	16
Lavern Brohart	3	4	4	8	19
Wayne Brohart	3	3			6
Sean Gill	4	3	7	4	18
Vincent Mayhew	3	3	3	8	17
Richard Myre	4	3	7	4	18
Cyril Wolfe	3	3	4	4	14
Contrator Train Crews	10				10
X-Rail	2	2	1		5
Patrick Beauchamp	3	4	3	4	14
Monthly Totals	41	32	36	44	153



Photo courtesy OCR

Once again, *The Spareboard* recognizes "McNeil" as Jon's true and accurate family name.

Observations Non-compliance

ENGINEERING (Track Dept)

Subject (rules)	Jan	Feb	Mar	Apr	YTD
Securing work equipment, machinery					0
Fusees (CROR 11)					0
Emergency Protection (CROR 35)					0
Protection of track work on other than main track (CROR 40.1)					0
Planned work (CROR 42)					0
Slow track protection (CROR 43)					0
Protection both directions (CROR 45)					0
Mounting of signals (CROR 46)					0
Track occupancy permit (TOP) (CROR 49)					0
Defining clearance limits of authority (CROR 81.2)					0
Copying, repeating and completing (CROR 136)					0
Clearance in lieu of TOP (CROR 312)					0
Protection of track work (CROR 807)					0
Track occupancy permit (TOP) (CROR 815 and SI 1)					0
Canceling authority (CROR 825,826)					0
Hand operated switches (CROR 104)					0
Derails (CROR 104.5)					0
Inspecting passing trains (CROR 110)					0
Radio terms (CROR 120)	1	1			2
Positive identification (CROR 121)	1				1
Content of radio communications (CROR 122)					0
Verification procedures (CROR 123 SI 1)					0
Authorities placement in cab of TU					0
QRC job briefing Policy (GOI 4(4.8))					0
Personal Protective Equipment (PPE) (GOI 8(4.3))					0
others					
Safety watch					
TOTAL Non-compliance	2	1	0	0	3
TOTAL Observations	13	10	15	14	
% Non-compliance	15%	10%	0%	0%	



**GO
SENS!**

Monthly Observations,
Transportation and Engineering appear regularly in
"The Spareboard"



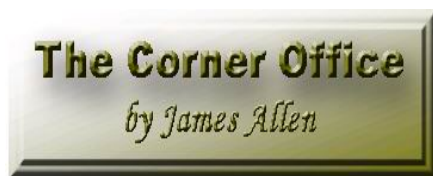
**Returns
Soon**

Monthly Observations
Per employee

TRANSPORTATION

By Luc Larose

Employee	Jan	Feb	Mar	Apr	Total YTD
Brisson A	7	9	4	5	25
Campbell B	7	5	11	10	33
Campbell Jamie					0
Campbell John	4	4		5	13
Gagnon MA	15	19	18	20	72
Houle, M	12	5	10	17	44
Kelly S	14	11	17	8	50
Krasilycz J	7	9		16	32
Laing J	13	17	7	7	44
McRae B	15	18	14	5	52
McRea K	18	18	14	7	57
Perrier P	4	15	20	5	44
Proulx N	11	17	7	14	49
Ritarose M	17	11	15	7	50
Robinson P	6	6	11	7	30
Rushton R	8				8
Seguin B	9	8		16	33
Talbot C	19	19	17	14	69
Trempe, R	6				6
					0
					0
TRACK					0
RIDEAU BULK	1		1	1	3
CONTRACTOR					0
3rd PARTY					0
Totals	193	191	166	164	714



Revenues for the month of April of \$770K were 11% higher than Budget the result of a significant number of storage cars on the property.

Mike has been working very hard on developing our storage business and we will soon be able to offer up additional capacity right in Walkley Yard.

Corner Office continues on Page 10

Observations
Non-compliance

TRANSPORTATION

Subject (rules)	Jan	Feb	Mar	Apr	YTD
General Rule A					0
Switching by radio (CROR 12.2)					0
Engine bell (CROR 13)					0
Whistle (CROR 14)					0
Headlight (CROR 17)					0
Markers/TIBS (CROR 19)					0
Blue Flag protection (CROR 26)					0
Fixed signal recognition (CROR 34)					0
Planned Work (CROR 42)					0
Slow Track protection (CROR 43)					0
Operating bulletins, DOB, TGBO (CROR 83, 83.1)					0
Train location report (CROR 85.1)					0
Public crossings at grade (CROR 103)					0
Hand operated switches (CROR 104)	1	1			2
Derails (CROR 104.5)					0
Speed on other than main track (CROR 105)					0
Train inspection (CROR 111)					0
Securing equipment (CROR 112)					0
Coupling to equipment (CROR 113)					0
Fouling other tracks (CROR 114)					0
Pushing equipment (CROR 115)					0
OCS Rules					0
Stopped by a red flag					0
Other - CROR 121	2			1	3
Riding equipment (GOI 8.(12.4))					0
Getting on and off moving equipment (GOI 8 (12.5))					0
Independent brake valve (GOI 6 (D3))					0
Crossing the track(s) (GOI 8 (4.5.3))					0
Walking on rail (GOI 8 (4.5.4))					0
Personal protective equipment (PPE) (GOI 8 (4.3))				1	1
Push/Pull Test					0
Other				1	1
TOTAL Non-compliance	3	1	0	3	7
TOTAL Observations	20	23	20	20	83
% Non-compliance	15%	4%	0%	15%	8%



By Cyril Wolfe

105 SPEED ON OTHER THAN MAIN TRACK



Unless otherwise provided by signal indication, a train or engine using other than a main track must operate at reduced speed and be prepared to stop short of the red flag or the red light prescribed by Rule 40.1. This rule does not apply on a track specified in special instructions.

- A train or engine using a non-signalized siding or using other tracks so designated in special instructions must be prepared to stop within one-half the range of vision within a track unit.
- In CTC, train and engine movements may only enter a siding by signal indication or with permission from the RTC.
- Unless otherwise provided by signal indication or special instructions, movements operating on other than main tracks must not exceed 15 MPH

105.1 EQUIPMENT LEFT ON SIDING

When equipment is left on a siding the RTC must be advised. The RTC will notify trains as soon as practicable. This rule does not apply on a subdivision or at a location specified in special instructions.

Every month, an OCR employee selects the "OCR Safety Rule Of the Month"

Fines from page 3

Proulx, an engineer, and Belliveau, a conductor, reported the accident immediately, but were charged following an investigation by the ministry's investigations and enforcement branch.

(Canadian Press 070515)(RAC)

From "The Corner Office" Continued from Page 9

Expenses were under Budget as well thanks to a deal made by Brian Lavigne, selling some old obsolete inventory! Perhaps we ought to have a "garage sale" more often!

I hope you take the time to read the article on the fines imposed by the Ontario Ministry of the Environment the result of the spill at Maxville.

What a costly price to pay....

As summer approaches many of us make plans for a well deserved vacation.

I must however caution each and everyone of you to keep focused on the job at hand. Do not get caught-up in daydreaming while at work and make certain you are well rested before arriving for your shift.

As always make everyday a safe day!

VIDEO PULLED FROM POPULAR WEBSITE

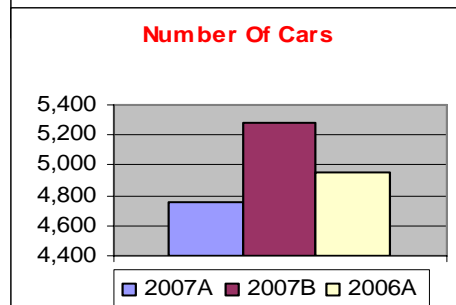
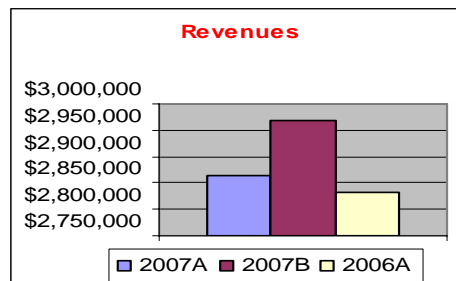
Promoting dangerous and illegal behavior, the video "When Justice Fails, Stop The Rails" was removed from YouTube in mid May.

The 3.5 minute production detailed a process to bring trains to a halt by activating red emergency lights.

The video began with white copy on a dark screen stating that there are more than 800 native land claims unresolved across Canada and disrupting rail service might encourage various political levels to resolve the issue quicker. Before it was pulled, the video had received in excess of 400 hits.

Police forces with CN and CP are investigating the source of the production.

Performance Indicators April, 2007



"IN BOX" Top Pick



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