

The Spareboard

Ottawa Central Railway



April, 2008 Vol 4 No 4

Thank you and
Congratulations

See page 10

Page 3
**Steele
Rail**
Don Steele



Photo File
Pages 8 & 9

The *Balancing Act*
See Page 6

Good Open House crowds despite cool weather

By Dave Watts

OCR's 8th Safety Expo and Open House helped round out Railway Safety Week in Canada with good crowds under a grey and threatening sky.

"At least the rain held off" mused Ian McCord while reflecting on past Open Houses that were plagued by rainy weather.

The 2008 Safety Expo and Open House featured a variety of displays and demos on rail safety issues and best practices.

"It was a great opportunity for families to learn about the importance of safety around railways and rail right-of-ways," says James Allen, general manager of Ottawa Central Railway.

Outside, full size rail equipment was on hand including OC Transpo's O-Train and VIA Rail. The Bytown Railway Society had a number of antique pieces on display as well.

One of the day's highlights was a visit by Mayor Larry O'Brien and local entertainer Robin Averill performed all afternoon. The OCR Safety Expo and Open House ran all day, May 3 at Walkley Yard.

See Pages 8 & 9



Photo: Dave Watts

Sporting a fresh new paint job, OCR Alco 1859 accepts passengers for one of dozens of rides over the day. Cab rides are the most popular event at the *OCR Safety Expo and Open House*. Proceeds from the day went to the Ottawa Food Bank in support of the Christmas Cheer Foundation.

OCR hosts two safety and training initiatives

On Tuesday and Wednesday, May 20 and 21, OCR, The Canadian Heartland Training Railway (CHTR)

and the RAC hosted Railway Operations Live, a railway training seminar at Walkley Yard.

In addition to fourteen registered participants, Dave Armitage and Kent Flint represented the CHTR and RAC respectively. OCR staff participating included Claude Talbot, Ian McCord, Jerry Kelly, Serge Beauchamp and Matthew Houle. CFQ's Serge Fournier was one of the instructors.

Four days later, OCR hosted a portion of Police Exercise Maple Leaf. Some 20 police officers from a half-dozen countries were on hand.

The weekend activity saw two key exercises occur at OCR's Walkley yard.

See Maple Leaf Page 9

Inside *The Spareboard*

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COLIN CHURCHER

presents

Railway historian and author Colin Churcher presents colorful insights into rail history in and around Eastern Ontario.



To Err is Human – Cornfield Meet at Woodlawn

By Colin Churcher

This anecdote came in a roundabout way through Bruce Chapman. I have deleted some names to preserve the anonymity of the main characters. It illustrates some sloppy working which would not be tolerated today.

I had been mustered out of the Navy in October of 1945. I returned to Ottawa and checked in with Chief Dispatcher Myles McKeown. When I entered the Chief's Office he was in conversation with Reggie Hayes the then Superintendent of the Ottawa Division. Reggie asked me straight out::

“Did you ever take a drink while you were in the navy?”
I couldn't help but smile and say: “Sure I used to take my “Tot of Rum,” every day at eleven o'clock when “Up Spirits” was piped, while we were at sea.”

Mr. Hayes immediately gave me a lecture on how I must be governed with respect to spirits now that I was back in the employ of the CNR. “Six days thou shalt abstain but on your day off its okay to have a drink.”

I was relieving as the third trick operator at Bank Street Yard (Ottawa). Norm Reynolds, NGR, was the night trick dispatcher on the West End. Sometime in the early hours Norm had an eastward extra on the Beachburg Sub. getting close to Pembroke Junction (80 miles west of Ottawa Junction). A 3rd Class Westbound Mixed (#205) was scheduled to leave Ottawa (Bank Street) around 8:30 AM and ply its way westbound on the Beachburg sub. to Pembroke.

NGR issued a “31” (No. 27) to No 205 at Bank Street and a “19Y” to Extra 3448 East at Pembroke Junction which gave the eastbound right over the mixed.

I repeated the order before going off duty at 08:00 AM. I showed the time I repeated the order but otherwise took no further action, except to transfer the order to the incoming operator.

In the operator's office at Bank Street there were three separately designated boards with spikes upon which to affix train orders, one board each for the Alexandria, the Renfrew and the Beachburg Subs. I had clipped the “31” to one of the spikes on the Beachburg Board. I also drew the incoming operator's attention to the “31”, which he acknowledged. Of course, the “31” was included in the operator's transfer which we both signed.

Merv Yabsley was the Chief's Clerk and I had a room at his place, so being tired, I was in bed sound asleep within the hour after being relieved. Sometime after ten o'clock, Mrs. Yabsley knocked on my bedroom

door and said that Mr. McKeown, the Chief Dispatcher wanted me on the phone. I pulled on my trousers went down stairs, shook the marbles out of my head and answered the phone, not knowing what to expect.

Myles McKeown was quite excited and didn't mince any words. He said right off: “Did you transfer the 31 Order No. 27, addressed to No 205, to the day operator?” Without hesitation I said “You're darn right I did,” and I drew his attention to the order as well. The phone went dead. Needless to say I didn't get too much more sleep that day, not knowing what the problem was and naturally being charged up with adrenalin.

A while after I asked Merv Yabsley what was going on. He said that there had been a cornfield meet on the Beachburg Sub. between No. 205 and an Eastbound Extra. Apparently no one was hurt so it couldn't have been too serious a mess. I didn't get the details until a day or two later except to be told that the two trains had gotten stopped, drawbar to drawbar, somewhere between Malwood and Woodlawn.

I don't know what went on but somebody must have raised the question as to whether the Bank Street night operator (me) had transferred the “31” order to his relief.

“31” Order No 27 was never delivered to No 205. Moreover, NGR had issued a 19R Form “W” to No. 205 at Bank Street which said that all trains due at Ottawa Junction and Federal before 8:20 AM have arrived and left except Extra 3448.

See Colin Churcher, Page 3



NEW CROR QUICK TEST!

Here are some questions for OCR employees concerning the new CROR. Test your knowledge and check the right answers found on page 4

- 1) The definition "Markers" to indicate the rear of a train has been eliminated and no longer exists. **True or False**
- 2) The definition "Switching Zone" has been eliminated and no longer exists. **True or False**
- 3) A train is an engine without cars or with cars and equipped with a TIBS which is intended to operate at speeds greater than 15 mph. **True or False**
- 4) A transfer is an engine with or without cars operating on the main track at speeds not exceeding 15 mph and need not be TIBS equipped. **True or False**
- 5) A movement approaching a public crossing at grade at a speed not exceeding 45 mph must sound engine whistle ___ ___ O ___ to provide 20 seconds warning **BEFORE** entering crossing and continue to whistle until crossing is fully occupied. **True or False**
- 6) If an employee is manually protecting the crossing, ___ ___ O ___ must be sounded until the crossing is fully occupied **True or False**
- 7) The distance of 3000 yards as required by rule 35 (Emergency Protection), 42 (Planned Protection) and 43 (Slow Track Protection) has now been

increased to two miles
True or False

- 8) If a crew is required to manually protect a crossing a crew member must be on the ground ahead of the movement etc. When the crossing is known to be clear of traffic and will remain clear until occupied, manual protection need not be provided. **True or False**
(Check answers on Page 4)

Colin Churcher from Page 2

The order was repeated and completed and delivered to No. 205 and he left town shortly thereafter. Immediately after the two trains came within a hair of a head on collision the hogger on No. 205 hooked up the emergency phone and started screaming blue murder. Somebody was going to have to pay for this travesty and it wasn't going to be him!

I never did figure out why the "31" was missed altogether, nor why nobody on No. 205 asked any questions about the exception on the Form "W" No 32. There must have been some really sleepy or hung over people for everyone to screw up in that manner.

To err is human, to forgive divine! After all, no one got hurt that time, did they? Unless you wanna count hurt feelings!

The moral of the story is simple enough. "Trust no one, especially yourself." We are all prone to err. It's human nature to do so. We all make mistakes because we are human and not robots.



Quick and easy

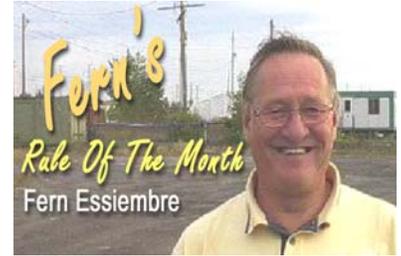
Vegetable Chicken

- 1 tbsp Olive Oil
- 2 onions (chopped)
- 1 carrot (chopped)
- 1 celery stock (chopped)
- 12 oz boneless chicken breasts
- 1 can sliced or diced tomatoes
- 1 tbsp grated parmesan cheese
- 1 tbsp chopped basil (or oregano)
- 1/2 tsp salt
- 1/4 tsp ground pepper

- In the oil, sauté the onions, carrots, celery for about 10 minutes or so.
- add the chicken, until cooked.
- add the tomatoes, cheese, spices and lower the heat.
- Simmer for 10 minutes.

INCIDENTS & ACCIDENTS

Through April, 2008



	Apr 2008	FIN 2007	FIN 2006	FIN 2005	FIN 2004	FIN 2003	FIN 2002	FINAL 2001
Main Track Accidents*	0	3	0	4	0	2	0	1
Non-Main Track Accidents*	2	11	13	10	9	11	6	8
Crossing Accidents	2	4	1	1	2	2	4	2
Trespassing Incidents	0	0	0	0	0	0	1	5
Employee Injuries*	2	2	1	3	2	5	8	0
Cardinal Rule Violations	0	0	0	1	0	0	0	2
Hyrail Accidents	0	1	0	0	1	0	0	0
Vehicule Accidents	0	1	1	1	1	1	0	1
TOTAL	6	22	16	20	15	21	19	19
Other	0	8	7	8	20	13	12	0

3 Responsibility for Safety

3.1 Everyone (Management, Employees, Contractors, Visitors, etc.), Must:

- a) Report fit for duty, alert and able to perform safely.
- b) Immediately take appropriate action to prevent an injury or accident when a hazardous or dangerous condition is discovered.
- c) Follow rules, safe work procedures, standards, etc..
- d) Inspect personal protective equipment (PPE), tools and equipment before use to ensure that they are in good condition.
- e) Perform job briefings to ensure understanding of the work to be done, hazard identification, safety procedures, and the communication needed to protect all people working on the job.
- f) Immediately report any unsafe situation or condition to the appropriate authority.
- g) Immediately report all accidents, injuries or damage as well as near misses to the proper authority.

Other Incidents

	Apr 2008	TOT 2007	TOT 2006	TOT 2005	TOT 2004	TOT 2003	TOT 2002	TOT 2001
Human Factor	1	4	2	4	3	5	3	4
Ice & Snow	0	1	1	0	0	0	1	1
Track Conditions	0	3	4	1	1	0	1	1
Vandalism	0	0	1	0	0	0	0	1
Equipment	0	0	0	0	0	0	0	0
3rd Party	1	2	5	5	5	6	1	1
Other	0	1	0	0	0	0	0	0
	2	11	13	10	9	11	6	8

Quick Test Answers from "Steele Rail", Page 3

- 1-TRUE 2-TRUE 3-TRUE 4-TRUE
- 5-TRUE 6-FALSE 7-TRUE 8-TRUE

See Fern's Rule continued on page 8

Performance Indicators



April, 2008

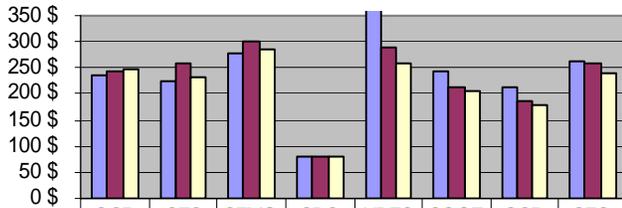
Our Mission:

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:

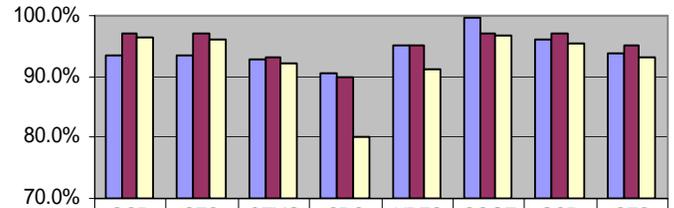
To make a significant contribution to our customer's commercial success by providing safe, efficient and cost-effective transportation logistics services.

Total revenues/employee (000 \$)



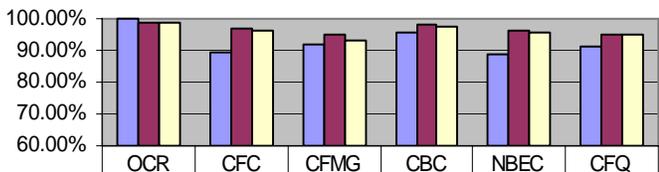
	OCR	CFC	CFMG	CBC	NBEC	COGE	SCR	CFQ
Cum 2008	234 \$	225 \$	277 \$	78 \$	472 \$	242 \$	213 \$	263 \$
Obj 2008	243 \$	260 \$	300 \$	81 \$	290 \$	213 \$	185 \$	259 \$
2007	249 \$	232 \$	286 \$	81 \$	259 \$	207 \$	177 \$	240 \$

Attendance



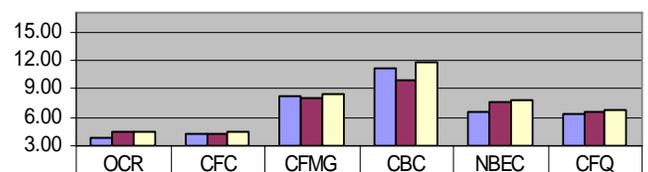
	OCR	CFC	CFMG	CBC	NBEC	COGE	SCR	CFQ
Cum 2008	93.4%	93.4%	92.7%	90.6%	95.0%	99.6%	96.1%	93.7%
Obj 2008	97.0%	97.0%	93.0%	90.0%	95.0%	97.0%	97.0%	95.0%
2007	96.4%	96.2%	92.2%	80.2%	91.1%	96.7%	95.5%	93.3%

Weekly Car Placements (% Placed / Garanteed)



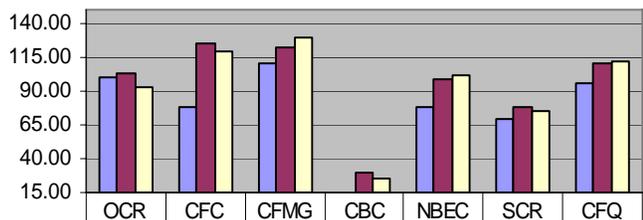
	OCR	CFC	CFMG	CBC	NBEC	CFQ
Cum 2008	100.00%	89.40%	91.90%	95.60%	88.60%	91.10%
Obj 2008	99.00%	97.00%	95.00%	98.00%	96.00%	95.00%
2007	99.00%	96.40%	93.10%	97.20%	95.60%	94.80%

Car cycle (Days (empty-load))



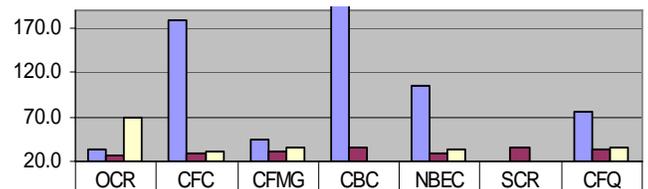
	OCR	CFC	CFMG	CBC	NBEC	CFQ
Cum 2008	3.88	4.20	8.24	11.05	6.64	6.35
Obj 2008	4.39	4.30	8.00	10.00	7.50	6.60
2007	4.42	4.51	8.45	11.82	7.75	6.81

Fuel Consumption (GTM/litre)



	OCR	CFC	CFMG	CBC	NBEC	SCR	CFQ
Cum 2008	100.55	77.93	110.08	15.66	78.74	68.62	95.07
Obj 2008	103.55	125.10	121.50	30.00	99.20	77.57	111.10
2007	92.65	118.87	128.90	25.91	102.09	75.11	112.00

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



	OCR	CFC	CFMG	CBC	NBEC	SCR	CFQ
Cum 2008	33.4	179.3	44.5	284.2	104.1	0.0	76.6
Obj 2008	27.5	30.0	32.0	35.0	28.0	35.0	34.0
2007	69.8	30.2	35.3	0.0	33.2	0.0	36.7

The Balancing Act

Tips to Balance Your Life and Keep You Emotionally and Physically Fit

KEEPING A LID ON ANGER



“The Balancing Act”

is reprinted courtesy Shepell-fgi and is supplied as a service to OCR Staff by:

Laurent Caron,
Director,
Human Resources,
Chemin de fer du Quebec



Laurent Caron

There are lots of colourful descriptions used to describe an expression of anger: hot-headed, blood boiling, flip your lid, blow your top, steam coming out of your ears. While you may think of anger as something to avoid, it's actually a survival instinct that can positively propel you to try harder, do better and make constructive changes. But when it becomes a constant presence in your life, anger can damage relationships, make those around you feel intimidated or disengaged, create health issues and, in some cases, lead to violence.

Learn to cool the temperature of that boiling blood or hot head before it becomes a destructive influence in your life by:

Getting to the why of your anger. Uncovering the source of a testy temper is a great place to start when focusing on behaviour change. Anger has many sources: force of habit, fear of losing control, a traumatic event in the past, pride and emotional pain can all cause a person to overreact to a situation. Ironically, people who are overly-passive can develop anger issues too: instead of assertively handling challenges as they arise, they end up reaching a breaking point and “exploding.” Identifying the causes of your anger can help you develop a more effective anger management plan.

Avoiding anger activators. Explore what sets your anger off. Do you feel your blood pressure rise when a colleague or family member challenges your authority? Do last-minute projects unloaded on you send your temper into a tailspin? Or perhaps you're more moody when a group of co-workers overlooks

inviting you to a lunch meeting. Understanding your triggers will help you keep anger at bay when these activators arise.

Recognizing the ‘perks’ of your anger. It may seem unusual to think of anger as being constructive, but losing your cool may help you:

- Feel heard and/or respected
- ‘Blow off steam’
- Feel stronger or less afraid of someone or something
- Avoid dealing with sadness or grief

Breathing. The old “breathe and count to 10” adage can truly help you calm down. Deep, focused, breathing not only takes your mind off the source of your anger, it can also slow your heart rate and lower your blood pressure.

When you feel your anger rising:

- Sit down in a chair with your back straight and feet sitting flat.
- Inhale deeply through your nose so that your belly expands slightly.
- Exhale, letting the breath escape through your slightly parted lips.
- Repeat five to 10 times until you feel “cooled off.”

Choosing flight over fight. If you feel like your anger is about to bubble over, remove yourself from the situation and suggest another, calmer time to discuss the matter.

See Balancing Act Page 7

From page 6

Balancing Act; Keeping a lid on Stress

You'll give yourself the valuable time you need to think things through (rather than reacting purely on emotion) and will avoid saying or doing something you're sure to regret.

Listening to your inner voice's spin and challenging it. Often the difference between a 'hot-headed' response and a 'laid-back' one is in the approach to the issue. Instead of thinking defensively when a challenging project lands in your lap—e.g., "my boss is out to get me"—put a positive spin on the situation—e.g. "this could be a real chance for me to shine." Be aware that the way you perceive a challenge can impact the solution too.

Managing moodiness. Sleep deprivation, a poor diet, hunger and thirst can all leave you feeling cranky and unprepared to deal appropriately with stressful situations or conflict. Learn to spot physical cues that can set you off and respond accordingly by getting more rest, eating a healthy diet, drinking lots of water and keeping your blood sugar levels stable.

Positively blowing off steam. Put pent up anger to good use: enrol in a boxing class after work, go for a run on the weekend or power walk on your lunch break. Regular physical activity can boost your mood and help you 'exorcise' negative energy.

Seek support. If your anger is interfering with your relationships or impacting your work or home life, help is available—your Employee Assistance Program and/or other professional support can provide you with effective anger management tools, strategies and support.

Anger is a natural and necessary part of life. But it should never be a way of life. By paying close attention to signals from your mind and body, and responding more consciously, you can harness the energy created by anger and shape it into a truly positive force.

Need support to develop your own healthy habits? Your Employee Assistance Program (EAP) can help. You can receive support through a variety of resources. Call your EAP at 1.800.387.4765 for service in English, 1.800.361.5676 for service in French.



The

LAWS OF LIFE!

(Part 5)

Brown's Law

If the shoe fits, it's ugly.

Oliver's Law

A closed mouth gathers no feet.

Wilson 's Law

As soon as you find a product that you really like, they will stop making it.

Doctors' Law

If you don't feel well, make an appointment to go to the doctor, by the time you get there you'll feel better. Don't make an appointment and you'll stay sick.

He's Back!
DAY OUT WITH THOMAS 2008
THE GREAT DISCOVERY TOUR
August 15-17 & 22-24
www.downtottawa.ca

Get the whole picture
GATX
CN
WWW.MRFREIGHTCAR.COM



Photo File

Photos © Ian McCord, 2008



Fern's Rule from page 3

h) Suggest improvements on how the work is to be done to improve safety.

3.2 Employees and Contractors

3.2.1 Employees and contractors shall ensure the protection of:

- a) Themselves.
- b) Fellow employees.
- c) The general public.
- d) Customers inside and outside of the Company.
- e) Property inside and outside of the Company.
- f) The environment.

Fern



Happy Birthday

**Angele Brisson
Wayne Brohart**

Happy Anniversary

**Bill Campbell - 8 Years
Devon Moore - 3 Years**

*Congratulations
from all your friends at
OCR!*



Top left, Waiting to board 1859; **Top right**, hand-car from Bytown Railway Society; **Center Left**, Robin Averill entertains; **Centre right**, Ottawa Mayor O'Brien greets crowds; **Bottom left**, OCR Spareboard's Dave Watts with Mayor O'Brien; **Bottom right**, VIA Rail and OC Transpo's O-Train on display.

Maple Leaf from Page 1

The first exercise involved an explosive device which was attached to the side of a tank car and in the second, two simulated explosives were buried under the track on an Afghan Railways line.

Participating police forces included Ottawa Police, CN Police, the OPP, Toronto Police, Niagara Region Police and DND as well as forces from the U.S., Brazil and Columbia.

See photos, page 11

An exceptional resource



www.railcan.ca

Bytown Bobbers visit OCR

The National Model Railway Association and Niagara Frontier Region recently held their convention in Ottawa.

The three day event featured workshops, clinics, a silent auction and more.

On Saturday, April 26, the St. Lawrence Division from the Niagara Frontier Region of the NMRA visited Ottawa Central Railway for a first hand look at a 'full size' operation. Ian McCord and Jerry Kelly represented the OCR. Participants viewed and photographed various locomotives and freight cars, learned about rail operations and were shown how an RS-18u diesel works.

Known as the Bytown Bobber Convention, the event ran Friday through Sunday, April 25 to 27.



Photo File

Photos: Dave Watts



Above, visitors stop by the many exhibits under the big tent; Above right, OCR's motorized line car hosted numerous rides; Right, Kamila Burzynska (left) and Rebecca Maskevich display the 10th Anniversary cap, along with pens and mugs at the OCR table; Below, less than 24 hours out of the paint shop, OCR Alco 1859 hosted numerous cab rides over the day.



Thank you and congratulations

CFQ wins CN reporting award for fourth consecutive year



(English follows)

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

From: Gilles Richard
Sent: May 12, 2008 5:27 PM
To: CSC Campbellton
Cc: MLaliberte; LRIoux; CDerome; LMaheu; SGendron; HDick; NLurette; JAllen; DCliche
Subject: Reconnaissance CN pour le "reporting"

Roger, Benoit, Gerry, Theresa, Gilles, Joyce et Rodney (et toi aussi Nicole)

Aujourd'hui, j'ai assisté à la conférence du CN et ils ont présenté, comme à l'habitude, leur prix de reconnaissance pour divers éléments aux chemins de fer qui ont mérité les honneurs.

Comme il en est maintenant devenu une habitude, CFQ a été honoré comme étant le meilleur CFIL partenaire du CN au niveau de l'interface des données (Data Interface ou encore Reporting) pour l'année dernière.

Je tiens donc à souligner le fait que vous, comme équipe au CSC, avez été les uniques responsables de ce succès, et ce malgré le contexte de travail difficile provenant des incertitudes que nous vivons depuis quelque temps.

Je vous remercie donc pour votre professionnalisme et le bon travail que vous effectuez à cet égard.

C'est à cause de gens comme vous que nous réussissons, année après année, à se maintenir au sommet des autres CFIL.

Merci et surtout continuez le bon travail.
Gilles

Today, I attended the CN conference where, as usual, prizes in recognition of various elements were presented to the railroads that had earned top honours.

As has become the custom, CFQ was honoured for being CN's best shortline partner for data interface and reporting over the past year.

I wish to emphasize that you, our CSC team, are solely responsible for this success, made all the more remarkable given the added stress of uncertainty that we have all had to contend with for some time.

I would like to thank you for your professionalism and your good work.

Thanks to people like you, we have succeeded, year after year, in staying at the top of the shortline industry.

Thank you and, above all, keep up the good work.
Gilles

(English follows)

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

From: Marc Laliberte
To: GRichard; CSC Campbellton; MNadeau
CC: LRIoux; CDerome; LMaheu; SGendron; HDick; NLurette; JAllen; DCliche; SFournier; LCaron; RChapados; ALandry
Sent: Tue May 13 08:45:34 2008
Subject: RE: Reconnaissance CN pour le "reporting"

Bonjour à tous,

Je joins ma voix à celle de Gilles pour vous remercier de faire de CFQ le récipiendaire de ce prix pour la quatrième année consécutive (en fait, depuis que le prix existe).

De plus, depuis le début de 2008, toutes les divisions de CFQ sont au premier rang et occupent les 5 premières places.

Je suis très fier de pouvoir compter sur une telle équipe et je vous remercie de tout cœur pour votre excellent travail et les résultats fantastiques que vous avez obtenus.

Nous sommes bien partis pour gagner la coupe Stanley encore une fois cette année.

Lâchez pas !!
Marc Laliberté

Hello everyone,

I would like to add my voice to Gilles' in thanking you for making CFQ the recipient of this award for the fourth consecutive year (that is to say, every year since the award's inception).

Furthermore, since early-2008, all of CFQ's divisions have been in the top tier and have occupied the top five spots.

I'm very proud to rely on such a team and I thank you wholeheartedly for your excellent work and the fantastic results that you've produced.

We're well on our way to winning the Stanley Cup again this year.

Let's keep it up!
Marc Laliberté



Marc Laliberté

Training and Safety at Ottawa Central Railway *Railway Operations Live*



On May 20 and 21, the Canadian Heartland Training Railway, Ottawa Central Railway, and the Railway Association of Canada presented **Railway Operations Live** at Walkley Yard. The hands-on training touched on various aspects of train operations and track maintenance. At left, participants discuss the finer points of riding on the car while using the radio. The course instructor is Dave Armitage of CHTR.

Photo © Ian McCord, 2008

OCR and Police **EXERCISE MAPLE LEAF**



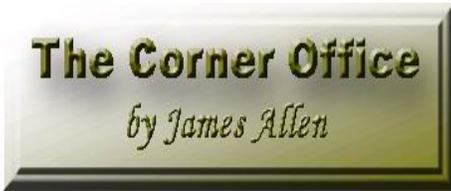
Photo © Ian McCord, 2008

In the simulation above, an explosive is buried under the track near the switch. A Brazilian participant approaches the scene in full protective gear as the robot had encountered communications problems.



Photo © Ian McCord, 2008

In total, some 50 participants representing 12 police forces from around the world were in Ottawa. OCR hosted 20 of the officers from a half-dozen countries in Exercise Maple Leaf, Sunday, May 25 at OCR's Walkley Yard. In one operation (above), the robot removes and obliterates an "explosive" device which was attached to the side of a tank car. Police from Canada, the U.S., Brazil and Columbia took part in the training exercise.



April, 2008

Revenues up but expenses exceed targets

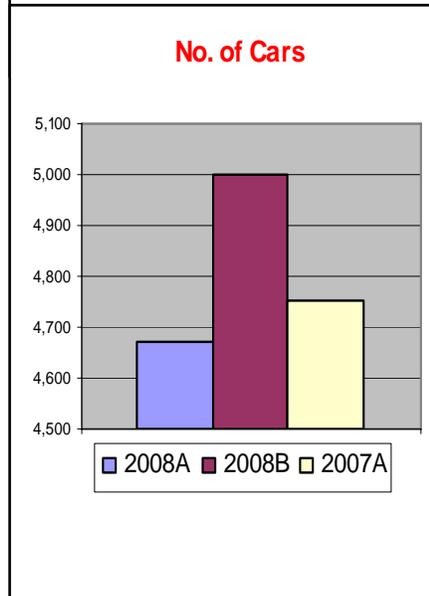
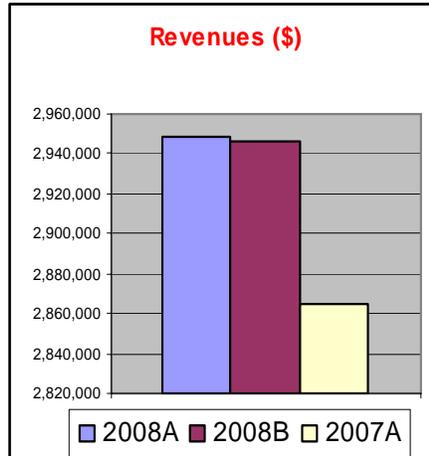
Revenues for the month of April of \$762K were \$20K higher than Budget and pushed our year-to-date totals over Budget as well. This in spite of less business with Ivaco, Bakermat and the loss of Superior Propane to truck. I expect revenues to surpass Plan over the next few months.

Unfortunately expenses exceeded targets which placed downward pressure on the "bottom line". This is the area where we can all play our part to eliminate waste. For the 4th consecutive year CFQ won the CN Reporting Award which is quite an achievement! Congratulations to all who made this happen.

Take a look at the Performance Indicators and note we are behind in 4 of the 6 metrics. We have our work cut out for us however as I want us to better each of these targets before year end.

The OCR Rail Safety Day/Open House was once again a great success and I want to thank Ian, Dave, Jerry, Serge, Rebecca, Kamila, Malcolm, Dennis, Jay, Bernie, Shawn, Ben & Pat for their participation. The Event raised \$1,115.04 and 100 pounds of food for the Christmas Cheer/Food Bank.

As summer is in sight, I encourage each of you to have a wonderful vacation, but be careful.



Remember, safety is 24/7. Make every day a safe one.

SLIDE STOPS HCW STEAM TRAIN

Gatineau's famous Steam Train missed the lucrative Victoria Day weekend due to safety concerns following a May 12 landslide just north of the Gatineau-Chelsea boundary.

Crews have been drawing soil core samples to determine the line's stability. Questions concerning maintenance costs and 'who pays' may jeopardize the train's future on the southern end of the former CP Maniwaki Sub, Hull to Wakefield.

(Spareboard Files and The West Quebec Post 23-05-08)

"IN BOX" Top Pick Subject: A Hunter's Nightmare!



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Ottawa Central Railway,
3141 Albion Road South, Ottawa, ON
K1V 8Y3
Phone: 613-260-9669

James Allen, General Manager
613-298-9391
Email: james.allen@cfqc.com

"The Spareboard" is produced by
Dave Watts for OCR

Story ideas and/or general
comments,
Please contact: Dave Watts
Via email: dw-dohn@hotmail.com