

WARM WEATHER RAIL SHIFT BLAMED IN 2004 AMTRAK DERAILMENT

Report stresses maintenance and inspection procedures

During a public meeting in late July, the National Transportation Safety Board tabled its report into the April, 2004 derailment of AMTRAK's Train 58, "City Of New Orleans", near Flora, Mississippi resulting in one fatality and forty-six injuries, three serious.

The report noted the east rail lifted out of the tie plates because of expansion caused by warm temperatures. Subsequently the rails shifted and gage widened causing the wheels of the train to drop between the rails.

The report indicated instructions on maintaining continuous weld rail and track buckling were in place but specific procedures weren't adhered to.

With the release of the Safety Recommendations, the American Railroad Association was reminded to emphasize to track inspectors the importance of the railroad's continuous welded rail program as part of the Federal Track Safety Standards and to verify that inspectors are documenting noncompliance with the railroad's program.



OCR's Vincent Mayhew (L) and Cyril Wolfe perform routine track maintenance

Photo: OCR

In addition, Amtrak was to report within 90 days a schedule for employee training who have not received specific emergency preparedness training and CN to establish an audit program to verify that employees follow the current written track maintenance and inspection procedures, including anchoring requirements and specifically maintaining the preferred rail laying temperature.

The National Transportation Safety Board has the same responsibilities as the Canadian Transportation Safety Board.

The Ottawa Central Railway
Spotlights the



Railway
Association
of Canada
See Page 2!

Maintenance policy and procedures are a first priority at CFQ. Serge Fournier reminds our operators that:

"All rail changeouts in CWR will have to be noted and corrective actions to be taken before hot weather comes, and during our track inspections, we have to write down all the non-standards and react in putting TSO's or repair".



Serge Fournier



Inside this issue of The Spareboard:

- OCR Safety Rule Pg 2
- From Head Office Pg 2
- "Backtrack" Pg 3
- **NEW!** From The Dining Car Pg 3
- **NEW!** Fern's Rule Pg 3
- Birthdays Pg 3
- Incidents/Accidents Pg 4
- Performance Indicators Pg 4-5
- From The Corner Office Pg 6





Find out what's being served in the Dining Car! See Page 3!

OR Safety Rule!

OCR Employee **Jon McNeil** selected CROR Rule 113 COUPLING TO EQUIPMENT (a), (b) and (c)*

- (a) Before coupling to equipment at any point, care must be taken to ensure that such equipment is properly secured.
- (b) Before coupling to or moving equipment being loaded or unloaded, all persons in or about such equipment must be notified. Vehicles and loading or unloading devices must be clear.
- (c) Before coupling to or moving service equipment, employees occupying such equipment must be notified and attachments secured.

SPECIAL INSTRUCTION – Rule 113

- 1) **Maximum Coupling Speed** – To avoid damage to equipment and/or lading when coupling to equipment, a speed of 4 MPH at the time of coupling must not be exceeded.
- 2) **Stretching the Coupling** – When coupling to equipment for any purpose, except when flat switching where cars are intentionally let run free, the coupling must be stretched to ensure it is secure.
- 3) **By- Pass Couplers** – In order to prevent by-pass couplers, when coupling to equipment on other than straight track, a stop must be made not less than 6 feet nor more than 12 feet from the equipment, and extreme caution must then be used ensuring couplers are properly aligned prior to coupling being made.

OCR's
Jon McNeil



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

MEMOS FROM HEAD OFFICE...

Date: Tuesday, September 6th, 2005
 To: All CFQC personnel
 From: Marc Laliberté
 Subject: Appointment of Réal Chapados

I am pleased to announce the appointment of **Réal Chapados** to the position of Manager–Special Projects effective immediately. Réal will report directly to Lorraine Maheu, Vice-President and Chief Financial Officer.

Réal will work on several large scale projects for CFQ and its subsidiaries, and in particular on the rail ferry project between the cities of Matane, Sept-Iles and Port-Cartier.

In the name of the CFQ team, I want to extend to Réal our best wishes of success in his new endeavour.

Date: Tuesday, September 6th, 2005
 To: All CFQC personnel
 From: Marc Laliberté
 Subject: Organizational Change

In order to improve the organizational effectiveness of Chemins de fer du Québec, we have decided to group all of our activities in the Maritimes under the responsibility of **Gilles Richard**.

Gilles will continue to be responsible for the operations of New Brunswick East Coast, and Eastern Railway Services that are comprised of the Mechanical Repair Shop and the Customer Service Centre both located in Campbellton. Moreover, Gilles will now be responsible for Sydney Coal Railway. John Baldwin will continue to assume the leadership at SCR and will now report directly to Gilles.



THE RAC: A VIBRANT PARTNER FOR THE SUCCESS AND CONTINUED GROWTH OF CANADA'S RAILWAYS

"...seamless transportation solutions for Canada's growing economy.." (Bruce Burrows)

By Dave Watts

It would be the war effort nearly a century ago that would spawn one of the most dynamic associations in Canada. When railway executives met on October 17, 1917 at the suggestion of the Canadian government, the Canadian Railway War Board was formed. The Board was established to strategically coordinate railway activities during the Great War aimed at ensuring the efficient movement of troops, war supplies and services.

Successfully fulfilling its mandate in those early days, the Railway Association of Canada was made official in 1919 and incorporated in 1953. Originally headquartered in Montreal, the RAC's responsibilities grew to include member services, operations activities and industry promotion. It also coordinated standards with the *Association of American Railroads* in the U.S.

With railway deregulation in 1987 and legislative changes in 1996, railways were created and joined.

See RAC on Page 5

backtrack

"Casey Jones"

The romance of rail has many roots in North America; probably the most notable name is that of a legendary railroad engineer.

John Luther (Casey) Jones was born in 1864 in Kentucky. At seventeen, he moved to Cayce, Kentucky to a job as a telegraph operator where the nickname 'Casey' evolved. In 1888, he was hired by Illinois Central as a fireman and within two years promoted to engineer.

By early 1900, Casey was transferred to the Memphis – Canton, Mississippi run at the throttle of Illinois Central's crack "Cannonball." Late Sunday evening, April 29, 1900 Jones and fireman Sim Webb were called to replace an ill crew.

By 4:00AM, the train arrived in Vaughan, Mississippi and the long winding curve just above town. At the base, a long sidetrack. Two freights were on the siding; normally a 'saw-by' would have allowed passage on the main line but an apparent air-hose break rendered a few remaining cars from one of the two freights helpless and stranded on the main line. Casey approached at close to 80km/h.

Just after he ordered Web to jump, the locomotive ploughed into the caboose and box cars in a blistering explosion of scalding steam, splintering wood and grinding steel.

Webb survived by landing in some bushes; the body of Casey Jones was removed from the tipped over locomotive with one hand still on the whistle, and the other on the brake lever. He was survived by his wife, two sons and a daughter.

It was widely accepted that the accident was Casey's fault. Regardless, he is immortalized by museums, restaurants and memorial attractions in the southern U.S.

The late 1950s television series "Casey Jones" starred Alan Hale Jr.

"Backtrack" is a regular feature in "The Spareboard"

New!

103. Public Crossings at Grade

Fern's Rule Of The Month

By: Fern Essiembre

(a) When cars not headed by an engine are moving along a public road not protected by a fence or other barrier a crew member must be on the leading car, or on the ground, in a position to warn persons standing on, or crossing,

or about to cross the track.

(b) When cars not headed by an engine, snow plough or other equipment equipped with a whistle and headlight, are moving over a public crossing at grade not protected by a watchman or gates, a crew member must provide manual protection of the crossing.

EXCEPTION: Manual protection of the crossing is not required provided the crossing is equipped with automatic warning devices and a crew member is on the leading car to warn persons standing on, or crossing, or about to cross the track.

This exception does not modify the application of Rule 103.1 (a).

Happy Birthday !!!
Jamie Campbell
Roch Martin
Josee Ouellette
and
Happy Anniversary...
Jerry Kelly (5 years)
...from all your
friends at Ottawa
Central Railway!!



New!

Need a no-muss, no-fuss fast-fix from the kitchen when friends show up? Maybe a 'Quick taste from the Dining Car' will help out....

Fast "Mexican Salsa"
 (Pacific Coast style)

QUICK TASTE
 from the "Dining Car"

- 3 Tomatoes (garden, hothouse, plum, or Italian)
- 5 Green onions (or 1 large Spanish or red onion)
- 2 Jalapeno peppers
- 1/4 Cup of parsley flakes
- 1/4 Cup of fresh cilantro

Lime Juice (2 tablespoons, or *)
 Black pepper

Finely chop all ingredients in small pieces and combine. Sprinkle black pepper and Lime Juice to taste*. If you wish to thicken to a more American style, add 3 tablespoons of commercial Salsa (Mild or Medium) and blend all ingredients. Refrigerate unused portions.

Ottawa Central Railway 2005 Incidents/Accidents through August



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

Read about CFQ and OCR in the "Fall Interchange" available soon at www.railcan.ca !



Fun With Words!

An **Anagram** is a word or phrase made by transposing or rearranging the letters of another word or phrase. The following are exceptionally clever. Too much time on someone's hands? Or is the author of this deadly at Scrabble? :

Dormitory ----- Dirty Room
Evangelist ----- Evil's Agent
Desperation ----- A Rope Ends It
The Morse Code ---- Here Come Dots
Slot Machines ----- Cash Lost in 'em
Mother-in-law ----- Woman Hitler
Snooze Alarms ----- Alas! No More Z's

And finally:

"That's one small step for a man, one giant leap for mankind." (Neil Armstrong)

The Anagram:

"A thin man ran; makes a large stride, left planet, pins flag on moon! On to Mars!"

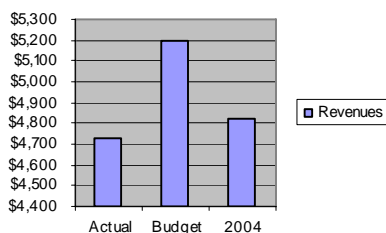
Performance Indicators

Our Mission:

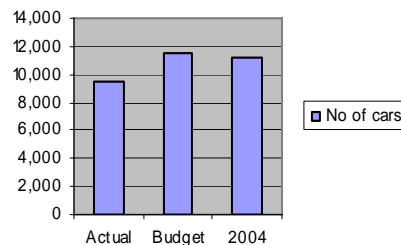
To be our customer's preferred supplier of transportation logistics services to help them meet the needs of their own customers.

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.

Revenues
(in thousands)



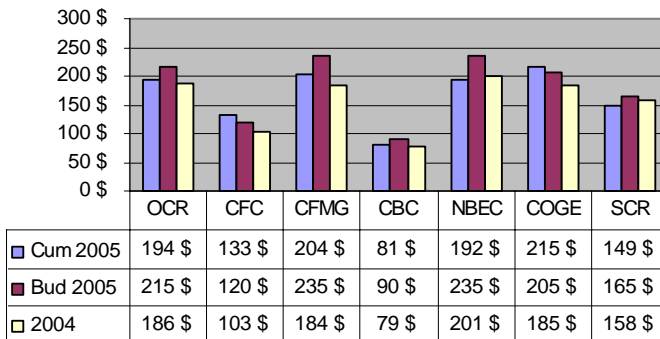
Number of Cars



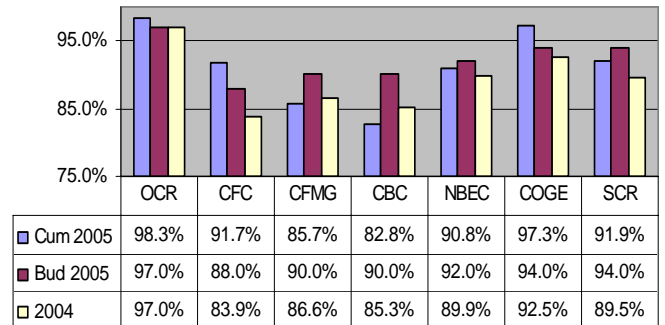
Performance Indicators



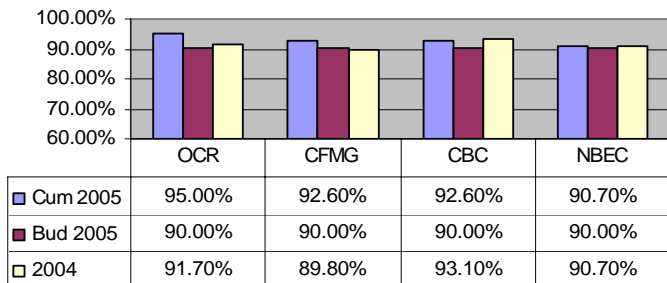
Actual Fret revenue/employee (000 \$)



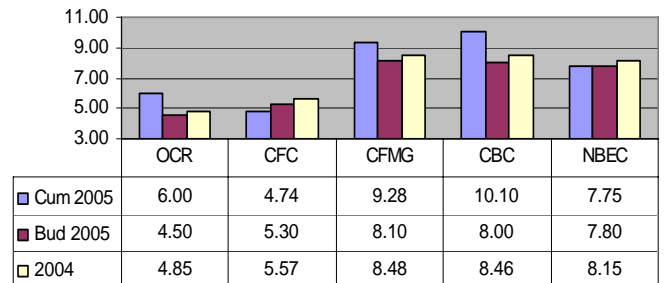
Attendance



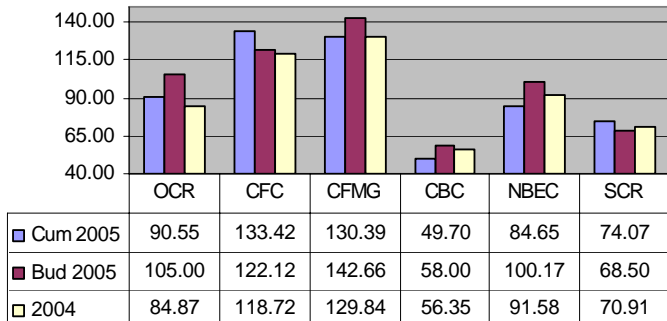
**Weekly Car Placements
(% Placed / Guaranteed)**



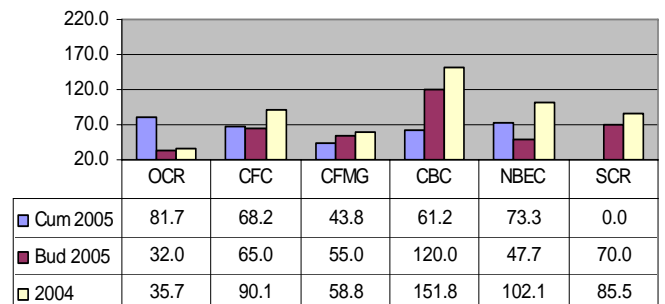
**Car cycle
(Days (empty-load))**



Fuel Consumption (GTM/litre)



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



RAC Continued from page 2

By the millennium, the RAC received a new mandate from its Board of Directors to include expanded roles in the areas of policy and advocacy.

In order to be closer to the federal decision making process, the Association moved to Ottawa in 2000. Together with passenger, tourist, commuter, short line, regional railways and Class 1 freight members, RAC members operate approximately

64,000 km of main line track, including operating rights.

Fresh ideas, new faces and creative initiatives are positioning

See RAC: Creative Initiatives Page 6

RAC: Creative Initiatives from Page 5

the RAC and its member railways for an exciting future! Eight distinct components toward a new comprehensive Canadian Surface Transportation Policy are being actively promoted. This is helping to create and build an efficient and competitive intermodal transportation environment.

Policies in the RAC document *Policy Directions 2005-2006* are intended to inform and influence a variety of public and private sector stakeholders and generate increased awareness and worthwhile discussion on important issues to rail and the public at large.

The scope and breadth of RAC initiatives are impressive. Rule making, communications, advocacy and liaison between members and regulators are common-place. Involvement in safety issues and educational activities are playing an increasingly important role. *Operation Lifesaver* and *Direction 2006* are key programs generating increased traction with the public at large.

The RAC is our association and invites you to learn more! The RAC offices are easily accessible in downtown Ottawa while an entire overview is only a click away.

You're invited to browse the RAC web site at www.railcan.ca. The RAC is proud to work hand-in-hand with Canada's railway industry now and into the future.

"Our member railways are providing modern, seamless transportation solutions for Canada's growing economy. However, more can be done. The industry has three priorities going forward: ensuring the policy and fiscal conditions are right to promote much needed reinvestment in its infrastructure and equipment; enabling the surging intermodal sector to sustain itself as a viable line of business; and, continuing to be part of the solution to the environmental challenges of air quality and greenhouse gas emissions."

*Bruce Burrows
Acting President and CEO
Railway Association of Canada*

From "THE CORNER OFFICE"

By James Allen

August results were disappointing. QIT, the supplier of billets, was closed for 3 weeks which had a disastrous affect on our Ivaco(IRM) business. Temple traffic has slowed down as a result of a change in ownership however the mill continues to produce and inventory levels are at an all time high.

OCR expenditures continue to run high particularly in the area of locomotive repairs, however I am certain you all notice the improvements in efficiencies.....a tip of the OCR cap to **Brian, Malcolm, Jon, Roy and Devon**. We continue to receive bills for the clean-up in Maxville and have spent over \$160K so far this year which goes right to the bottom line.

MISSION STATEMENT *Railway Association of Canada*

- To promote the commercial viability and the efficient and safe operation of the Canadian railway industry;
- To act on behalf of or jointly with, its member companies to promote public policy and regulation that provides equitable treatment between modes;
- To provide factual information on the railway industry for the public, government and industry and to provide the views and opinions of the industry on public policy issues.

Looking ahead, the strike at Ivaco could not have come at a worse time and at this stage we have no idea how long IRM employees will stay off the job. Stay tuned.

On the bright side I am very pleased to advise that our Track employees have signed a new contract through 2008.....congratulations guys!

Lastly, we need everyone's assistance to improve our situation. Sales, transportation, track, shop, administration. We have the resources to do so. We have the talent to do so. We simply need to make it happen...everyone, everyday from now to the end of the year.

Remember "count your pennies and the dollars will take care of themselves".

And finally, think safety at all times...you and your mates life depends upon it!

The Spareboard

Published by
Ottawa Central Railway
3141 Albion Road South, Ottawa
(613) 260-9669
For general comments and story
ideas contact, Dave Watts
dw-dohn@hotmail.com