



Courtesy OCR

This photo, which originated in the south-east U.S. seems to raise more questions and fewer answers! OCR's Jerry Kelly suggests units on this siding may have been left in throttle position. "I don't understand how that could happen with reset safety control devices and all," says Kelly. "It is apparent from the pictures that something was holding the units from moving." Safety features like the ones in Canada would have returned the units to idle followed by full brake application avoiding this kind of damage. "the situation could have resulted in movement onto the mainline and a possible collision."



## GJR planning for heavier cars

### Needs track work to handle

Owned by the city of Guelph, Ontario, The Guelph Junction Railway (GJR) ran a deficit of close to \$40,000 in 2005 but continues to move ahead with future planning.

Railway general manager Tom Sagaskie addressed Guelph City Council in early September saying "the rail industry is moving to larger and longer cars."

See GJR on Page 4

## OCR Track Department shows off completed crossings

Under the guidance of Serge Beauchamp, OCR Engineering has completed two busy crossings.

Work at mile 0.8 of the Renfrew subdivision, NCC Bicycle pathway, included changing ties and installing the rubber mud rail.

The other work order was taken at the 4.2 mile on the L'Orignal sub on Longueuil Street.

The crossing was completely rebuilt from ballast to paving; a full and tiring 12 hour job.

NCC Pathway in photo (upper left), and mile 4.2 on the L'Orignal sub (left) show completed work.

Photos: OCR

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## STEAM IN OTTAWA (Mileposts and Memories)

### Britannia Park Railway

In 1900, the Ottawa Electric Railway (OER) opened a new amusement park at Britannia Bay. Accessible by streetcar, the park quickly became a popular family destination.

One of the park's more popular attractions was a miniature railway! The Britannia Park Railway consisted of a turn-of-the century 381 mm gauge 4-4-0 steam locomotive, tender, five cars and caboose.

Built in Buffalo, NY in the late nineteenth century, it is believed the train ran on Toronto Island until about 1905 then put into storage until finding a new life in Ottawa. Over its lifetime, the ultra narrow gauge train thrilled thousands.

In the mid 1960s, owner George Cooper moved the train to Orillia, Ontario. It subsequently changed hands a number of times in the late 90s and is now reportedly housed in the Herschell Carrousel Factory Museum in North Tonawanda, NY.



Photo courtesy: Bruce Ballantyne

In a scene of classic timing, The Britannia Bay Railway rolls through the park at the exact moment CPR's steam locomotive 1227 arrives on the Carleton Place Sub.

**Bruce Chapman shares special memories of full-size CPR 1227**

"Backtrack" continues on Page 3



## Ottawa Central Railway SAFETY POLICY

Safety is of crucial importance to the Quebec Railway Corporation (QRC) and its subsidiaries, including Ottawa Central Railway (OCR).

Accordingly, OCR wishes to create and sustain a safety culture in which all employees are committed to taking an approach and making a constant effort to minimize the risks associated with railway operations and all related activities.

OCR therefore has a policy of taking every reasonable measure to ensure the safety of employees, railway passengers and members of the general public who are near railway lines.

In applying this policy, OCR must comply with all existing legislative requirements and seek to make acceptable any foreseeable risk that could result in fire, material or environmental damage, loss of life, injury or illness.

OCR also has a policy of supporting permanent programs designed to promote the health and safety of all its employees, educate them and get them actively involved in health and safety. OCR undertakes to co-operate with agencies and associations dedicated to safety research and training. In addition, it is OCR's policy to set up well-organized health and safety committees to promote the sharing of safety responsibilities as a way of improving workplace safety.

At OCR, safety must be regarded by all, as an essential part of their jobs, and everyone must take an effort to help identify work-related risks and play a role in finding solutions to reduce these risks. At OCR, management is responsible for devising and implementing safe methods and practices, but also for establishing mechanisms that fosters the development of a safety culture.

Managers at all levels of the organization must supervise operations closely in an effort to identify any practices or conditions that do not meet safety standards so that appropriate measures may be taken as quickly as possible to correct the situation. All OCR employees have a responsibility to perform their duties in a way that will not adversely affect their own health, safety or physical well being, or that of their co-workers, customers or the general public. Every employee must also take all reasonable precautions to protect OCR property and equipment with which he or she has been entrusted as well as the property and equipment of other railway companies.

We at OCR firmly believe that workplace health and safety can be achieved only if everyone is fully involved.

**James D. Allen**  
General Manager

**August 2006**



*"Backtrack" continued from Page 2*

## Recollections of CPR 1227\*

"In 1959, I was 13 years old and had no business being on the engine..."

*"...That CP engine 1227 ...I rode in the cab of that engine from Ottawa to Renfrew on January 3, 1959 ...those guys riding diesels don't know how lucky they are. It was snowing, and the snow was coming in through every nook and cranny on the engine. There was no toilet, or any other facilities, and we were blasting through the night at 75 miles per hour. We met the eastbound #2, "The Canadian", in the siding at Britannia. It was in the vestibule of the steam engine, and as #2 passed, I almost got sucked out of the cab...that would have been some story to tell the officials. Good thing that I was holding onto both handrails of the steam engine's cab that night..."*

(Bruce Chapman)

\* Bruce Chapman had intended to ride a Budd car as a special guest of the engineer. Due to a pending snow storm, the originally scheduled Budd car was replaced with a heavier train pulled by 1227; but the cab ride remained! Bruce Chapman went on to enjoy a 39-year career with the CPR, retiring in 2001.

Courtesy Colin Churcher, Bruce Ballantyne and Bruce Chapman  
([www.railways.incanada.net](http://www.railways.incanada.net))

**HAPPY BIRTHDAY!**  
(Oct)

**Josee Ouellette**  
**Jamie Campbell**

**HAPPY ANNIVERSARY!**

**Jerry Kelly - 6 Years**

**Congratulations from all  
your friends at OCR!**

## PBS Special to include H-C & W

Filming has begun for a coming two-hour PBS TV railway special. Celebrating North America's Greatest Steam Excursions, the feature will be part of the program "Great Scenic Railway Journeys", one of PBS TV's most popular rail programs.

In late August, a two-man crew rode the Kettle Valley Railway in British Columbia. Debbie Kinvig, general manager for the KVR, said it was "huge exposure" having the PBS crew making a film to showcase the railway.

In total, 17 historic tourist steam railways will be featured including the KVR, the Alberta Prairie Railway and the Hull-Chelsea and Wakefield Steam Train which runs from Gatineau's Hull sector north to Wakefield, Quebec.

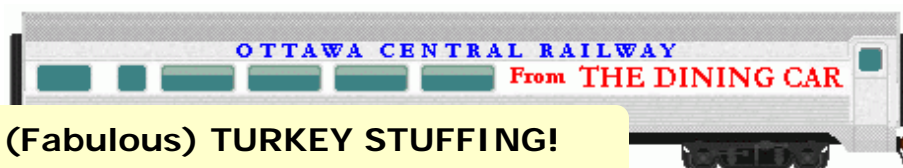
The Special is slated to air in March, 2007.

(Penticton Herald 060830)(RAC)



Photo: Dave Watts

Swedish built engine 909 enters the hand-operated turntable (ex K&P) in Wakefield, Quebec in preparation for the H-C & W's return run to Hull, Quebec.



## (Fabulous) TURKEY STUFFING!

1 ½	cups of turkey stock (from giblets)
6 cups	toast cubes (1/2 inch etc)
1 ½ cups	Instant oats (any brand)
½ cup	butter or margarine
1 cup	chopped onions
1 cup	chopped celery tops
2 tablespoons	chopped parsley (or dried etc)
2 teaspoons	salt
¼ teaspoon	pepper
2 teaspoons	poultry seasoning

Or...

1¼ teaspoons	Sage
½ teaspoon	thyme
¼ teaspoon	crumpled bay leaf
2	large eggs (slightly beaten)

**See Giving Thanks on Page 8  
and Turkey Facts on page 11!**

In covered saucepan, cook turkey giblets in lightly salted water to cover. **Add** a few celery leaves and onion slices. **Simmer** until fork tender (about 1 ½ hours). Use chopped giblets in gravy or stuffing. **Toast** enough sliced white bread to make 6 cups of ½ " cubes. **Add** oatmeal to toast cubes. **Cook** onion and celery stops in butter until soft. **Add** to toast cubes with all remaining ingredients.

**Yields** enough stuffing for a 10-12 pound turkey.

## Ottawa Central Railway 2006 Incidents/Accidents through August



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



handbrake, whether leaving or riding equipment to rest, the effectiveness of the handbrake must be tested by fully applying the handbrake and moving the car, or cut of cars slightly to ensure the required minimum handbrake application applies the retarding force necessary to prevent equipment from moving.

### 112 SECURING EQUIPMENT

#### SPECIAL INSTRUCTION – Rule 112

1. Brake Pistons – The brake piston on cars on which handbrakes are to be applied, must be released before handbrakes are applied.
2. Push-Pull Test – Before relying on the retarding force of the

#### GJR from page 1

He added, “we’re going to see more and more of those and the railway needs to be in a state where it can take whatever the customer requires.” The newer cars are heavy at 286,000 pounds, “more than most short-line railways, like Guelph’s, are

### From Grannie's Medicine Cabinet\*

Honey remedy for skin blemishes... Cover the blemish with a dab of honey and place a Band-Aid over it. Honey kills the bacteria, keeps the skin sterile, and speeds healing. Works overnight.

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

\*(Claim not necessarily medically proven)

capable of moving,” Sagaskie said.

“The GJR has moved a few of those cars in 2005 but will need more track work to accommodate them on a regular basis.”

The railway will present its business plan to the city before year-end where changes will include things like accommodating the heavier railcars.

(Guelph Mercury 060906)(RAC)

## Performance Indicators



August, 2006

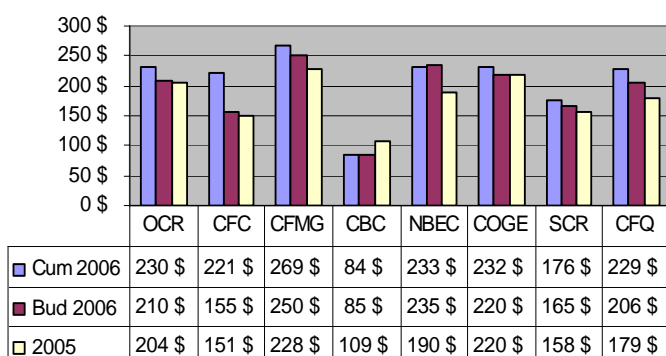
### Our Mission:

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

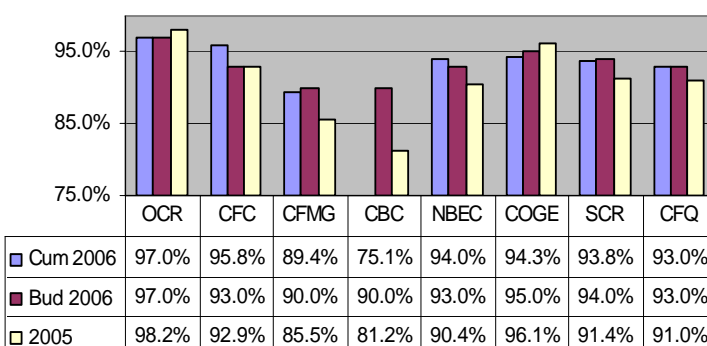
### Basis of the Mission:

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

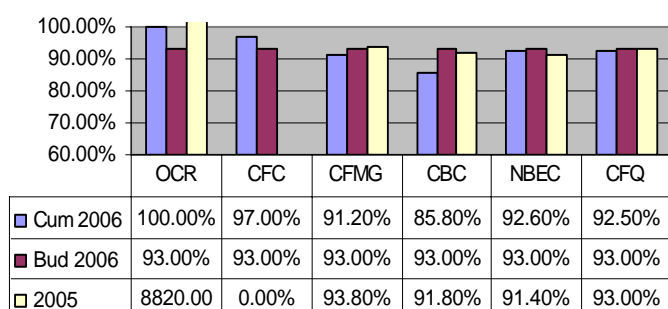
#### Actual Freight revenues/employee ( 000 \$ )



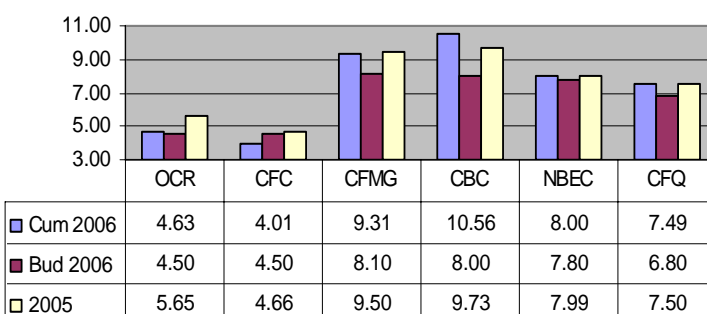
#### Attendance



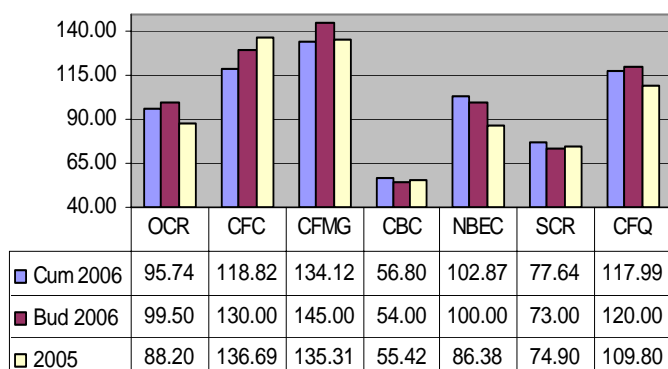
#### Weekly Car Placements ( % Placed / Guaranteed )



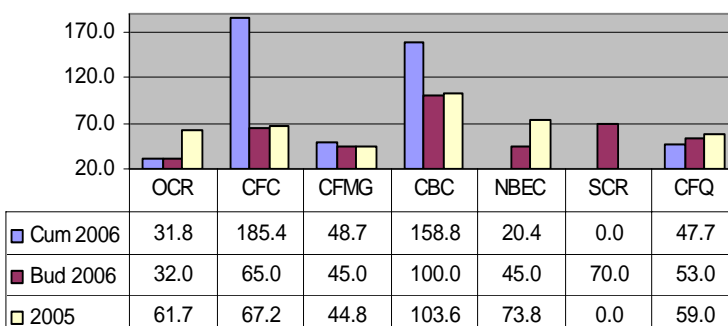
#### Car cycle ( Days ( empty-load ))



#### Fuel Consumption ( GTM/litre )



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



## Excerpts from The Employee Handbook (Ottawa Central Railway)

By Laurent Caron



**Section:** Selection and Career Management  
**Subject:** Employee Referral Program

**Section No.:** 2-6  
**Effective:** 7/1/04

### Employee Referral Program

The Quebec Railway Corporation and its subsidiaries are always looking for qualified employees and appreciates recommendations made by employees. If you recommend someone who is hired on a full-time, permanent basis and who is still employed by the Company after six months, you are eligible for a recruiting bonus.

### Who can participate:

All permanent employees of QRC and its affiliates can participate in this program except general managers and levels above, Human Resources personnel, and managers with hiring authority over the referred candidates.

### How to participate:

You must recommend for hiring an acquaintance, a friend, a family member or a previous co-worker. By making a referral, you will become the link between this potential employee and QRC, and transmit this person's résumé to the Human Resources Department.

### What are the eligibility conditions:

The recommended candidate must fulfill the following conditions:

- Never applied for any position/job opening published for any recruitment campaign, e.g., newspaper,

Internet, agency, etc.:

- Never apply on his or her own;
- Never been approached in the past by a QRC or divisional representative;
- Never been approached in the past by QRC or a division through a sub-contractor or an agency;
- Not represented by an employment agency.

### What is a valid recommendation:

An employee who referred a candidate is eligible for a recruiting bonus if:

- The recommended candidate is hired on a permanent basis;
- The recommended candidate completes six months of employment.

There is no limit to the number of recruiting bonuses for which an employee can be eligible.

### Recruiting bonus:

An employee will receive a bonus for each hired referral as follows:

- Referral for a unionized or non-management position: \$500.00
- Referral for a management position: \$1,000.00

Awards are subject to applicable taxation.

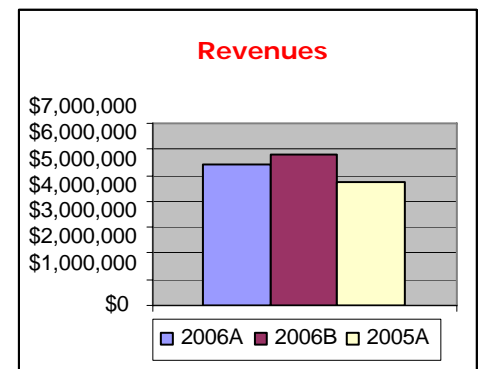
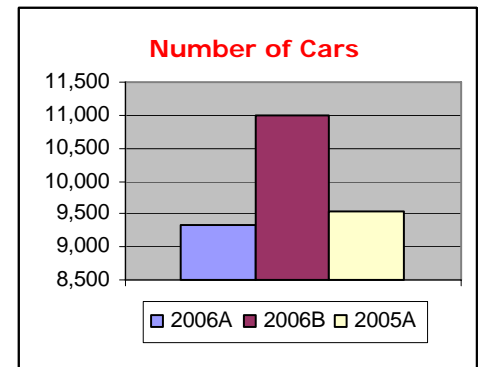
The director, Human Resources has the right to make final decisions regarding program interpretation and administration. All decisions are final.

QRC reserves the right to change, modify or terminate this program without notice.

## Performance Indicators



August, 2006



## Rock 'N Rail

Heavy loads and ever-shrinking work windows are putting more stress on the rocks that people outside the rail industry take for granted.

Railroads are requesting better evaluation techniques and more efficient equipment, and suppliers are delivering in both areas.

New equipment advances are helping railroads to plan their ballast maintenance and save them money, as well.

(Railway Track & Structures 0608)(RAC)

## Random Observations into 2006



Non-compliance stats, Pages 8 &amp; 9

### Monthly Observations per employee Transportation

Employee	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Tot YTD
Belliveau P									0
Brisson A	43	23	19	11	22	14	5	2	139
Campbell B	17	6	10		15	9		9	66
Campbell Jamie	17	12	4	6		24		5	68
Campbell John						32	5	11	48
Gagnon MA	7	7	6	6	22	14		10	72
Houle, M	32	33	7	13	4	36	6	20	151
Kelly S	45	36	8	3	15	17		20	144
Krasilycz J	9	2	35	4	11	14	5	6	86
Laing J		25		2	4	27		10	68
Martin R	4		13	4					21
McRae B	4	12		7	7	15		3	48
McRea K						10		6	16
Perrier P	4	3	10		3	4	9	3	36
Proulx N									0
Ritarose M	26	33	8	7	15	9		21	119
Robinson P	18	13	22	14			5		72
Seguin B	16	22	5	5	3	4	9	3	67
Talbot C	23	12	4	10	4	36	6	25	120
Trempe, R	18	13	22	23	7	24		3	110
									0
TRACK									0
RIDEAU BULK				1	1			2	4
CONTRACTOR	1								1
3rd PARTY									0
Totals	284	252	173	116	133	289	50	159	1456

### Monthly Observations per employee Engineering / Track Department

Track emp.	Ja	Fe	Mar	Ap	Ma	Jun	Jul	Au	YTD
Benoit Beauchamps	1	1	1	1	1	1	1	1	8
Serge Beauchamp									0
Georges Brohart	1	1	1	1	1	2	1	1	9
Lavern Brohart	1	1	1	1	1	1	1	1	8
Wayne Brohart	1	1	1	1	1	1	1		7
Sean Gill		1	1	1	1	2	1	1	8
Vincent Mayhew			1	1	1	2	1	1	7
Richard Myre		1	1	1	1	2	1	1	8
Cyril Wolfe	1	1	1	1	1	2	1	1	9
Contrator	5			6	2	9	5	1	28
X-Rail	3	1	1	1	1	1		5	13
Transp .employees									0
Monthly Totals	13	8	9	15	11	23	13	13	105

**Random Observations** are prepared on a regular basis by OCR's Serge Beauchamp (L), *Engineering* and Luc Larose, *Transportation*



## Steele Rail

By Don Steele



### The Tragedy of Human Error

I was raised on Quebec's beautiful Gaspé Coast where both my grandfathers and my father earned a living working on the railroad. Not only is the Gaspé renown for its exquisite scenery but also for the warmth and friendliness of its people.

OCR's sister railways, the New Brunswick East Coast

(NBEC) and Chemin de fer Baie des Chaleurs (CBC) are busy operators in the area and VIA Rail service runs a passenger train three times a week. I once read an article by some Canadian travel writers for the Globe and Mail that described the trip from Rivière-du-Loup to Gaspé as the equivalent of passing through the Rocky Mountains.

In the late 1960s, the tranquility of this area of the province was shattered. A head-on collision occurred between a passenger train and a freight in Point à la Garde, Quebec. The passenger train was given a meet on a freight and told to hold the main track with the freight taking the siding. The passenger train arrived at the station and prepared to stop; there *was* a train in the siding. Assuming it was the train they were supposed to meet, they continued through without stopping. This was a terrible mistake since the train in the siding was a work train and not the freight they were supposed to meet.

See Steele Rail on Page 12



## Non-compliance stats (Transportation)

Subject (rules)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	YTD
General Rule A									0
Switching by radio (CROR 12.2)									0
Engine bell (CROR 13)									0
Whistle (CROR 14)	1								1
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
Operatin 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)									0
Derails (CROR 104.5)			1						1
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			1	1	1			1	4
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	1			3
Push/Pull Test									0
Other									0
<b>TOTAL Non-compliance</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>9</b>
<b>TOTAL Observations</b>	<b>21</b>	<b>16</b>	<b>17</b>	<b>16</b>	<b>16</b>	<b>20</b>	<b>6</b>	<b>25</b>	<b>137</b>
<b>% Non-compliance</b>	<b>5%</b>	<b>0%</b>	<b>18%</b>	<b>6%</b>	<b>13%</b>	<b>5%</b>	<b>0%</b>	<b>4%</b>	<b>7%</b>

Random observations and compliance statistics appear regularly in "The Spareboard". For more information, contact Ottawa Central Railway.

## Giving thanks

### Formal Thanksgiving began in Europe

The history of formally giving thanks can be traced to three separate beginnings.

Long ago, before the first Europeans arrived in North America, the farmers in Europe held celebrations at harvest time.

To give thanks for their good fortune and the abundance of food, the farm workers filled a curved goat's horn with fruit and grain. This symbol was called a cornucopia or horn of plenty. When they came to Canada they brought this tradition with them.

In 1578, upon his arrival in North America, the English navigator Martin Frobisher held a formal ceremony, in what is now called Newfoundland, to give thanks for surviving the long journey.

The third came in the year 1621, in what is now the United States, when the Pilgrims celebrated their harvest in the New World.

The first official Canadian Thanksgiving Day was celebrated on April 5, 1872 in gratitude for the Prince of Wales' recovery from serious illness.

The holiday was not officially recognized again till 1879, when parliament declared Thanksgiving to be an annual national secular holiday.

Thanksgiving this year falls on Monday, October 9<sup>th</sup>.

**See TURKEY FACTS Page 11**



## Another happy guest of OCR! Excellent work!

The following is a portion of an email received from Glenn Cherry

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

From: Glenn Cherry

Sent: September 8, 2006 8:56 AM

To: James Allen

Subject: Appreciation to OCRR for Cab Ride

Good Morning James,

Please extend my sincere thanks and appreciation to Ange and Marc Andre for the most interesting and informative cab / train ride (529 and 530) of Thursday, August 31, 2006.

The ride consisting of 187 miles certainly provides an abundance and variety of scenery, trackage and bridges / trestles ... great opportunities for a camera buff. I was even able to capture a couple of shots from the cab (with a portion of the cab showing) of two Holstein herds lounging on pasture.

I was impressed with the extensiveness, operating structure and safety protocol that is part and parcel to smooth rail operation. All in all, I had a most interesting, informative, picturesque and rewarding day largely due to the good gracious of yourself and others at OCRR.

I can only imagine the colour of the Ottawa - Pembroke run in early October and the whiteness in the winter time after a fresh snow fall.

Thanks so much for the memories!

Cheers and thanks again,  
Glenn S. Cherry, Registrar  
Holstein Canada  
Brantford, ON



OCR's Angele  
Brisson



OCR's Marc-André  
Gagnon

## Non-compliance stats (Engineering)

Subject (rules)	Ja	Fe	Mar	Ap	Ma	Jun	Jul	Aug	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
Cancelling 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
Positive identification (CROR 121)	1					2			3
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))				1					1
others									
Safety watch									
<b>TOTAL Non-compliance</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>
<b>TOTAL Observations</b>	<b>13</b>	<b>8</b>	<b>9</b>	<b>15</b>	<b>11</b>	<b>18</b>	<b>13</b>	<b>13</b>	<b>100</b>
<b>% Non-compliance</b>	<b>15%</b>	<b>0%</b>	<b>0%</b>	<b>7%</b>	<b>0%</b>	<b>11%</b>	<b>0%</b>	<b>0%</b>	<b>5%</b>

"...At OCR, safety must be regarded by all, as an essential part of their jobs, and everyone must take an effort to help identify work-related risks and play a role in finding solutions to reduce these risks...". **OCR Safety Policy** (Page 2)

## More CHTR follow-up!



### Thanks again!

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

From: Cheek, Brent (EDM)  
To: James Allen; Serge Beauchamp  
Sent: Fri Sep 01 16:58:49 2006  
Subject: Rail Ops Live

James / Serge

It was a pleasure to spend some time with you last week. It kind of took me back to the RaiLink days, when a short line worked and behaved like a short line. You definitely have a great group of people there and I hope to get a chance sometime to visit again.

Take care and in the mean time, if there is anything I might be able to help with from the Engineering side of things (including training), don't hesitate to drop me an email or give me a call.

Thanks for the hospitality.....Brent

K. Brent Cheek  
RailAmerica Engineering  
Standards & Training



Thanks to Roy Murray and Jerry Kelly (top, L to R), Serge Beauchamp and Luc Larose (middle, L to R) and Bernie Seguin (left)



THE RAILWAY ASSOCIATION OF CANADA  
L'ASSOCIATION DES CHEMINS DE FER DU CANADA

SEP 12 2006



September 7, 2006

Mr. James Allen  
General Manager  
Ottawa Central Railway Inc.  
3141 Albion Rd. S.,  
Ottawa, Ontario  
K1V 8Y3

Subject: Railway Operations Live Course – Ottawa

Dear Mr. Allen, *James,*

It is with pleasure that I report back to you on the success of the RAC Railway Operations Live course presented in Ottawa for the first time last month. Feedback from the participants was most positive.

The use of the Ottawa Central Railway facilities has made this experience possible and fruitful in the East. We would like to extend our gratitude for your time and effort and for being a great (as always!) host. Many thanks also to Mr. Brent Cheek for giving his time in planning and presenting the engineering portion of the course.

We look forward to conducting more business with OCR in the future, given the interest expressed by many stakeholders in the Ottawa area.

Yours Sincerely,

*B. Burrows*

Bruce R. Burrows  
Vice-President Public Affairs and Government Relations  
The Railway Association of Canada  
99 Bank St., Suite 1401  
Ottawa, Ontario  
K1P 6B9

BRB/vf

cc: Mr. M. Scott Linn – RailAmerica Inc. (Boca Raton, FL)  
Mr. Brent Cheek – RailAmerica. (Camrose, AB)  
Mr. Shawn Smith – Canadian Heartland Training Railway (Camrose, AB)

99 rue Bank, bur, 1401-99 Bank Street Suite 1401  
Ottawa, Ontario Canada K1P 6B9

**Thanks again to all OCR staff who helped to make this activity so successful!**





## Good health: it's all about balance

Managing family responsibilities, job demands and household chores can be quite the balancing act. We try to do it all, but eventually our minds and bodies say enough is enough! That's when we need to restore the balance.

Balance can be achieved through the activities we do and our perspective on life. It means taking time out for all aspects of our lives including:

- Work (responsibilities at work and at home)
- Love (romance, friendship and other relationships)
- Leisure (time for yourself)

Leading a balanced life might seem like an easy task, but it's amazing how quickly our balance can be disrupted. If this goes on too long, it can have a negative impact on our physical and mental health. And too often, when life gets demanding, we end up neglecting our own needs. It's important to remember that there's nothing selfish about putting ourselves first. On the contrary, when we are feeling good about ourselves, we're better able to cope with life's challenges and can even give more of ourselves to others.

Below are a few self-care strategies for maintaining a balanced lifestyle:

- Give priority ..to the priorities! Prioritize your responsibilities by deciding what needs to be done today, what can be put off until tomorrow (or later), and what you can skip altogether.
- Get moving. People who are in good shape often deal with stress more effectively, sleep better, and feel better about themselves. Do activities that you enjoy, and whenever possible, walk t where you're going!
- Set time aside for yourself. Find an enjoyable way to do something nice for yourself. The possibilities are endless: go biking, take up a hobby, read a book, do a puzzle, try a new recipe, get a massage, etc.
- Relax. Throughout the day, do some deep breathing or take a break from your work to stretch or go for a walk. Try integrating some form of relaxation into your daily routine.

Eat a balanced diet. Taking the time to eat well is another way you can do something good for yourself. And what could be better than enjoying good food in the company of good friends?

This Health Capsule was brought to you by SSQ Financial Group and its partner, Acti-Menu.. keeping your health *InSight*.

**Health InSight**



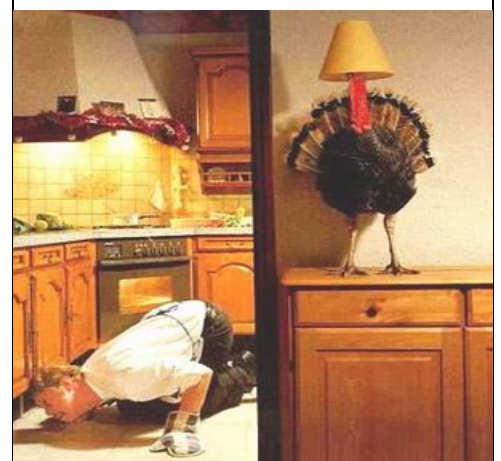
**SSQ Financial Group**

## Turkey Facts

### Just in time for Thanksgiving!

- At one time, both the turkey and the bald eagle were national symbols of America.
- According to the U.S. Department of Agriculture, one-sixth of the 300 million turkeys sold each year are sold for Thanksgiving.
- A turkey under 16 weeks old is called a fryer; a roaster is usually five to seven months old.
- Turkeys have great hearing, but no external ears.
- Age is the most important factor in the taste of a turkey. Old males are preferable to young ones. The opposite is true for female birds.
- Turkeys are the only breed of poultry native to the western hemisphere.

### "In Box" Top Pick!



**Subject:**  
"Thanksgiving Dinner might be delayed this year!"

"....All OCR employees have a responsibility to perform their duties in a way that will not adversely affect their own health, safety or physical well being, or that of their co-workers, customers or the general public..."

**OCR Safety Policy (Page 2)**



## Steele Rail from Page 7

Not far away the freight was making its way towards the meeting place only to enter into a grinding head-on collision with the passenger train. The fiery and tragic crash took the lives of two crew members and injured many more. The collision was heard as far away as Campbellton, NB.

The conductor of the passenger train was ultimately held responsible for not ensuring their train stopped at the meeting point. Following an approximate 3-year suspension, he was able to finish his railway career with this accident being the only mark against him. This person happened to be dad's best friend and both our families were very close. This is often the case with many railway friendships.

Back in the early 1990's, I went to visit my dad's friend since I was in town doing some training. I had heard that he was suffering from cancer and since he was in his mid 70's I knew that my chances to visit him were growing slim. He was very happy to see me and invited me to stay for dinner. During the dinner, he shared great stories about railroading with my father and the "rackets" they had gotten themselves into.

After dinner, we retired to the front veranda to have a cup of tea. I will never forget the night, overlooking the beautiful Bay of Chaleur. This gentleman then started to tell me of the story of this tragic accident but he could not finish. He began to weep and was unable to finish his story. He did tell me however that he never went to bed one night for the rest of his life without thinking of the two men that died. This person was a gentle person who built violins as a pastime. He also wrote poetry and short stories that were often published in the local newspaper. The experience of that

fateful night affected him terribly.

On the second page of the CROR we see that "Employees must be vigilant to avoid the risk of injury to themselves and others". I often think of him when I see that often overlooked rule.

Take care of yourself and your co-workers!

*Don*



Photo Courtesy Don Steele  
Don Steele sends along a photo of the tragic wreck.

## CORNER OFFICE

*By James Allen*

Revenues for the month of August of \$662K exceeded Budget by \$8K. Expenses during August were \$51K better than Plan resulting in our Operating Income being \$59K to the "good". Congratulations to all on a job well done! Our Operating Ratio through 8 months is 82.8% versus a Budget of 85.5%.

As you can see from the August year-to-date *PERFORMANCE INDICATORS*, OCR is meeting & beating most of the measurements. Let us continue to operate safely, efficiently, and smartly.

Where did summer go? The leaves are changing, if not falling to the ground. It will not be long before winter is upon us and with that in mind, we are in the process of sending notices to every municipality our lines pass through explaining the importance of keeping crossings free from ice and snow build-up.

## OCR Safety Rule!\*

**Claude Talbot has selected a portion of GOI Section 3, Item 3.5 (a) Chart, the part that reads:**

"Locomotive consist 3 or more units  
– Do not exceed 1 MPH when coupling."



OCR's Claude Talbot

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

We also have sent letters to all of the known recreational/snowmobile clubs in our area outlining the dangers of operating on railway property.

Lastly, we plan on meeting with all of our clients to explain winter operations and leave them with a "Winter Safety Booklet"

Remember to "make every day a safe day".

Regards,

*Jim*

*It's almost "Ho Ho Ho" time again!*

**Santa arrives November 25 at the OCR Christmas Party! Mark your calendar!**

## The Spareboard

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