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Shepell·fgi™  
NEW Microsite  
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Clarifies!  
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Page 6  
Steele  
Rail  
Don Steele

# NB GOVERNMENT LOOKING AT IMPROVING FREIGHT RAIL SERVICE

As momentum builds to fast track an Atlantic Gateway initiative and a Southern New Brunswick Gateway around Saint John, the time is right to look at how rail transportation can be improved, says Doug Johnson, an assistant deputy minister for the New Brunswick Department of Transportation.

It's the right idea at the right time, says Johnson, who sees railway transportation as a means to combat rising oil prices and climate change.

"We only see the opportunity as being more important on rail over time for our people in New Brunswick," he said. "There are some types of commodities that move best in a railcar."

An added benefit of rail is the significant reductions in greenhouse gas emissions versus truck traffic. A locomotive can carry the capacity of 20 transport trucks, emitting 50% less carbon dioxide per kilometre.

Johnson said the Liberal government hopes to encourage CN to work more closely with smaller short-line railways in the province.

See Improvements, Page 3

# On The Move...



Photo courtesy OCR

Getting set for the journey ahead, Canadian military vehicles are loaded and ready to roll from Pembroke, ON. Ottawa Central Railway commenced loading on January 10th with completion January 18th.

# New Power for GO Transit

GO trains will soon carry more passengers thanks to a fleet of powerful new locomotives. Ontario Premier Dalton McGuinty and GO Transit officials unveiled the new locomotive January 14<sup>th</sup> at Toronto's Union Station.

It can pull longer trains carrying an additional 300 passengers each.

See Go Transit, Page 8

Inside *The Spareboard*  
Vol 3 No 12

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Ottawa Central Railway  
3141 Albion Road South  
Ottawa, Canada  
613-260-9669

## Backtrack By Dave Watts

*This is the eleventh in a series on classic North American passenger trains*

### "The Dominion"

One of the most popular transcontinental passenger trains in the early twentieth century was Canadian Pacific Railway's "The Dominion".

With travel by rail the fastest and most efficient means of transportation, "The Dominion" began service between Toronto and Vancouver in 1931.

Initially running during the summer months, the train replaced "The Imperial" as the railway's main cross-country service. The expanded train made stops in Sudbury, Montreal and Quebec City.

When Canadian Pacific introduced its stainless steel "Canadian" in 1955, The Dominion, with its familiar maroon coaches continued in service, alongside "The Canadian" for another eleven years.

However, by February, 1966, service had wound down. A year later, and for much of Canada's centennial year, the train served Expo 67 in Montreal.

*Backtrack appears regularly in The Spareboard*



### 104.5. DERAILS

- (a) The location of each derail will be marked by a sign, unless otherwise directed by special instructions. Employees must be familiar with the location of each derail.
- (b) A train, engine or track unit must stop short of a derail set in the derailing position.
- (c) Each derail must be left in the derailing position. When so authorized by special instructions, a derail on a main track, siding or spur, may be left in the non-derailing position only when stored equipment is not present.

#### SPECIAL INSTRUCTION

(1) These exemption derails will be switch stand operated and be identified in the field with a reflective red letter 'D' on a reflective yellow target, visible when in the derailing position.

- d) Derails must be left secured with a locking device.

*Fern*



### NEW MICROSITE FROM EAP PROVIDER TO BENEFIT OCR EMPLOYEES

By Laurent Caron

As part of our ongoing commitment to providing health solutions to employees, I'd like to share with you details around our Employee Assistance Program (EAP) provider's latest 'Microsite'. It's called 'Channeling Change: Healthy Hints at Every Life Stage' and it is intended to support employees as they go through inevitable life changes. As many people look forward to the New Year as a new beginning or a fresh start, Channeling Change can provide important information on how employees can manage change effectively.

Some of the features of Channeling Change include:

- ✓ *Tools to navigate the new rules and responsibilities of adult life with a pit stop at From Graduate to Grown Up.*
- ✓ *Ways to plan for the emotional, scheduling and financial realities of parenthood by landing on Plan-It Parent.*
- ✓ *How to re-evaluate and revamp mid life relationships by tapping into some Middle Age Aid.*
- ✓ *Strategies and plans for life's later years via a range of sensible Senior Solutions.*

There will be an interactive element to this site with a selection of self-directed health screening tools to help employees assess their overall health and wellness when it comes to dealing with change.

See EAP on Page 3

**Make Every Day  
A Safe Day!**





## 696 Restoration On Track...

Photo courtesy OC Transpo

The 696 Streetcar restoration projects includes work on the "large and heavy steel frame pieces." OC Transpo's Barry Thomas says the volunteers are becoming "very skilled at riveting again!"

**See 696 Update, on Page 4**

## Improvements from Page 1

New Brunswick is serviced by CN's 390 route-miles of track and two smaller short-line railways - New Brunswick Southern Railway and New Brunswick East Coast Railroad.

The three companies already work together on freight service for the province's resource and industrial sectors by providing connections in Quebec and Maine to major North American markets. The Montreal, Maine & Atlantic Railway has direct links through Maine to the CP system. Ian Simpson, gm of New Brunswick Southern Railway, which is part of the Irving Transportation Group, said his company has a good working relationship with CN and wants to do whatever it takes to move more cargo through Saint John.

**See New Brunswick, Page 8**

## EAP from Page 2

The site also features a "coming soon" page should you wish to create an internal link to the microsite:

English:

<http://www.shepellfgi.com/channeling-change/>

Français :

<http://www.shepellfgi.com/mieux-vivre/>

Call

1.800.387.4765  
for service in  
English,  
1.800.361.5676  
for service in  
French



CFQ's  
Laurent Caron.



## Chicken Quesadillas with Smoked Mozzarella

Makes: 16 pieces

Preparation time, about 20 minutes

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

## Preparation

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

# INCIDENTS & ACCIDENTS

Through December, 2007



	FIN 2007	FIN 2006	FIN 2005	FIN 2004	FIN 2003	FIN 2002	FIN 2001		TOT 2007	TOT 2006	TOT 2005	TOT 2004	TOT 2003	TOT 2002	TOT 2001
Main Track Accidents*	3	0	4	0	2	0	1								
Non-Main Track Accidents*	11	13	10	9	11	6	8	Human Factor	4	2	4	3	5	3	4
								Ice & Snow	1	1	0	0	0	1	1
Crossing Accidents	4	1	1	2	2	4	2	Track Conditions	3	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*	2	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	1	0	0	0	0	0	0
Hyrail Accidents	1	0	0	1	0	0	0		11	13	10	9	11	6	8
Vehicule Accidents	1	1	1	1	1	0	1								
<b>TOTAL</b>	<b>22</b>	<b>16</b>	<b>20</b>	<b>15</b>	<b>21</b>	<b>19</b>	<b>19</b>								

## 696 Update

### RESTORATION CONTINUES ON SCHEDULE

Major restoration work is continuing on OC Transpo (former Ottawa Electric Railway and Ottawa Transportation Commission) streetcar 696.

OC Transpo's Barry Thomas reports that "The boosters are done and the rear floor assembly is next." Once that is in place, the volunteers will be working a full Saturday to rivet the parts together and we can move on to lighter work and progress will jump ahead.

It has been hard but steady progress working on the large and heavy steel frame pieces, many of which were rebuilt completely with the support of Loucon Metal and its shop staff."

In the meantime, Thomas says the 696 volunteers have become very skilled at riveting again, a lost art! There has been a steady group of volunteers that have been faithful each and every Wednesday night in coming out and drilling, bending, painting and riveting steel.

**See Volunteers on Page 6**

**Hot off the press!**  
**Vient tout juste de paraître**

New 2008 Calendar - "Ottawa Streetcar History"  
 Nouveau calendrier 2008 - « Histoire du tramway d'Ottawa »

**\$10\$**

Great gift or souvenir for the train enthusiast, Ottawa visitor or long-time Ottawa resident!

Quantities are limited, so don't delay.  
 Proceeds support the Streetcar 696 Restoration Project.

Available at the OC Transpo Credit Union.

.....

Cadeau idéal ou souvenir pour les amateurs de trains, les visiteurs ou les personnes qui habitent Ottawa depuis longtemps!  
 Hâtez-vous, le nombre d'exemplaires est limité.  
 Les recettes appuieront le Projet de restauration du Tramway 696.  
 Disponible à la Coopérative de crédit.

# Performance Indicators

December, 2007



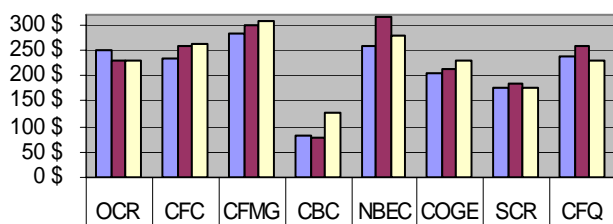
## Our Mission:

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

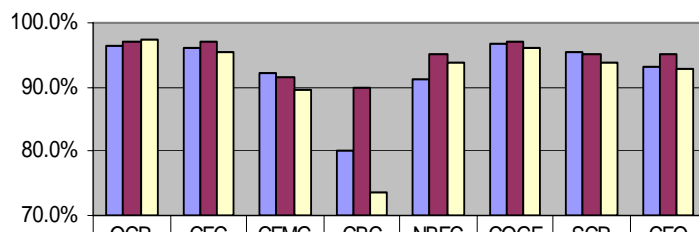
## Basis of the Mission:

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

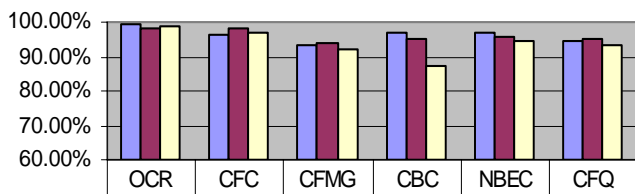
### Total revenues/employee ( 000 \$ )



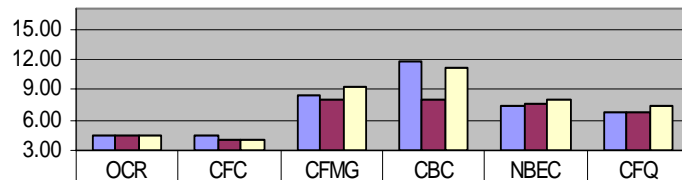
### Attendance



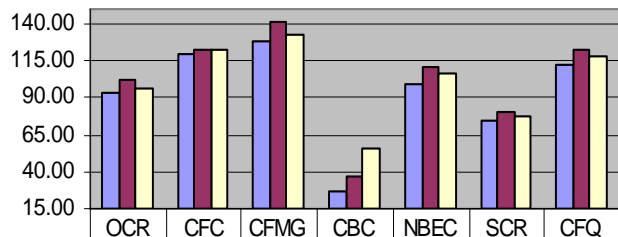
### Weekly Car Placements ( %Placed / Garanteed )



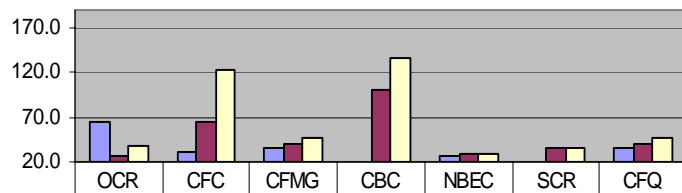
### Car cycle ( Days ( empty-load) )



### Fuel Consumption ( GTM/litre )



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







## Professionalism in the Cab

I recently received an article that chronicled an accident in which a freight train travelling at over 50 miles per hour rear ended another standing freight. It appears that the crew ignored an advance clear to stop and a clear to stop signal protecting the stopped train.

The collision also struck and derailed a freight passing on an adjacent main track. In all 2 locomotives and 40 cars on the 3 trains were derailed, many of them destroyed.

Incredibly, no one was killed in the collision with the train crew escaping with cuts and bruises.

Although the final costs are to be determined, initial estimates show a

loss of \$8.8 million.

### CROR Rule 34.

#### **FIXED SIGNAL RECOGNITION AND COMPLIANCE**

Rule 34 requires crew members to verbally communicate fixed signals as soon as the signals are positively identified.

It begins with:

- a) **The crew on an engine... must know the indication of each fixed signal (including switches where practicable) before passing it.**
- (b) **Crew members within physical hearing range must communicate to each other, in a clear and audible manner, the indication by name, of each fixed signal they are required to identify.**

**See CROR Rule 34 on page 8**



Photo courtesy Don Steele

### 696 Volunteers from Page 4

Thomas says the team has replaced "most of the wood panels covering the side windows with glass, painted the exterior and three weeks ago rewired the streetcar's ceiling lights!"

The project is supervised by Kevin and Gilles Lafreniere. As the project takes shape, Barry says the interior lights "will allow the volunteers more freedom to work on the interior during the year."

The front headlight should be operational soon.

#### **Volunteers are always welcome**

Two new volunteers have been welcomed in the past two months. "One is a retired CP rail employee keen on helping out on the streetcar motors and trucks. Another volunteer has a electrical background and is working on the streetcar motors as well."

Their hard work is evidence if you have been in the streetcar shed lately as the streetcar has grown higher, longer and much heavier."

In addition to 696, restoration continues on car 905 .

#### **Calendars available**

Some 500 copies of the calendar are available as a fundraising initiative.

"We need everyone's help in getting the Streetcar 696 back on track, and all funds generated go directly into the restoration project", says Thomas. "The 2008 calendars are only \$10.00 each and can be obtained by contacting Barry Thomas at 842-3636 ext 2222 or email: [Barry.Thomas@ottawa.ca](mailto:Barry.Thomas@ottawa.ca) . Cheques are to made out to the "Streetcar 696 Project".

**See 696 on Page 9**



[www.shepellfgi.com/channeling-change/](http://www.shepellfgi.com/channeling-change/)

**Channeling Change: Healthy Hints at Every Life Stage**

[www.shepellfgi.com](http://www.shepellfgi.com)

Author and railway historian  
Colin Churcher sends this clarification  
on the "Bytown and Prescott" featured in  
the November, 2007 OCR "Spareboard"

## All Change at Prescott Junction

By Colin Churcher



The item in a recent issue of The Spareboard talked about the Bytown and Prescott, Railway (B&PR), the first railway in Ottawa, with its connections at Prescott in 1855. However, the connections at Prescott were not as direct as it may have seemed.

The B&PR was built to provide access to the United States through Ogdensburg and, for this reason, was built to the standard railway gauge of 4 feet 8½ inches. Railcars were ferried across the St. Lawrence River to provide direct freight service to and from the United States. Passengers and their baggage were also transferred across the river although they did not have the benefit of through cars.

For the first few months the transfer to Ogdensburg was the only travel option available at Prescott because the Grand Trunk Railway (GTR) was not opened to Montreal until November 1855 while the GTR did not open its line between Montreal and Toronto until October 1856. Trains to Montreal and Toronto were not available until 11 months and one year and ten months after the opening of the B&PR.

However, even after the opening of the GTR at Prescott, travel from Prescott to Montreal or Toronto was

complicated because the gauge of the Grand Trunk Railway was the wider "Provincial Gauge" which was 5 feet 6 inches. Thus all through freight had to be transhipped by hand between standard gauge and broad gauge freight cars while all passengers with their baggage had to change trains.

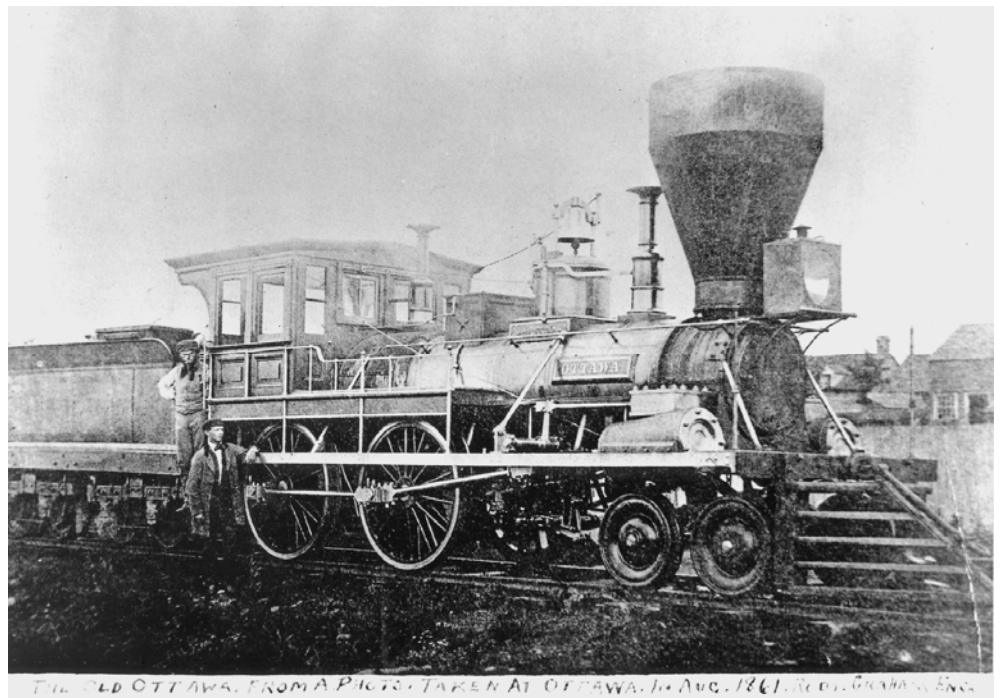
Prescott station must have been a pretty busy (chaotic) place with everybody having to change trains or transfer to the ferry. The situation was alleviated to some extent by the introduction of gauge change cars. These cars had telescoping axles and the gauge could be changed by running the cars through a special apparatus.

I have written about this in more detail in an article for Branchline in July 2003. You can see it on line at: [http://www.railways.incanada.net/Articles/Article2003\\_1.html](http://www.railways.incanada.net/Articles/Article2003_1.html)

However, gauge change cars did not become available until 1871, some 16 years after the opening of the Bytown and Prescott.

Just two years later, in October 1873, the GTR altered its main line to standard gauge and resolved some of the problems at Prescott. It was now possible to run through cars between Ottawa and Montreal and also Toronto. Traveling was now easier although the two companies did not always see eye to eye and there were still some difficulties.

We very often forget that Ottawa's first railway ties were not to Montreal or Toronto but to Ogdensburg. Indeed the first excursion over the B&PR was from Ogdensburg on 10<sup>th</sup> January 1855. You can find an account of this on my web site at: <http://www.railways.incanada.net/circle/excursions.htm#B&P3>



THE OLD OTTAWA. FROM A PHOTO TAKEN AT OTTAWA, IN AUG. 1861. (By Colin Churcher, Esq.)

**Photo: Library and Archives Canada C5288, courtesy Colin Churcher**

The old "Ottawa" from a photo taken in August, 1861; possibly at the Sussex Station. By the time the photo was taken, the railway name had changed from the "Bytown and Prescott Railway" to the "Ottawa and Prescott Railway."



## CROR 34 and "Steele Rail" from page 6

(c) If prompt action is not taken to comply with the requirements of each signal indication affecting their train or engine, crew members must remind one another of such requirements.

If no action is then taken, or if the locomotive engineer is observed to be incapacitated, other crew members must take immediate action to ensure the safety of the train or engine, including stopping it in emergency if required.

All crew members should share the responsibility to ensure the train is being controlled in response to signal indications. Professionalism is essential for the safe operation of the train. Crews should discontinue non-essential communication and activities when operating under a signal displaying other than a clear signal.

We should also remember this other special instruction found in the CROR.

(4) **Non Railway Activities-Employees in any service connected with the movement of trains and engines are prohibited from engaging in non-railway activity which may in any way distract their attention from the full performance of their duties. Printed material not connected with the movement of trains and engines or not required in the performance of their duties, is not permitted to be openly displayed.**

Professionalism is an attitude we should take to work each and every day. This attitude is expected of us by Transport Canada, our company and our co-workers not to mention the pride we feel when we do things to the best of our ability.

*Don*



## NB Improvements from Page 3

"Whether it's business through the Port of Halifax or through the Port of Saint John, if business increases at those ports or any other ports in the region and it flows through to Saint John and down our railroad, then obviously we see it as an exciting growth opportunity," Simpson said.

With Ottawa's support for the Atlantic Gateway project, increased traffic is expected

## GO Transit from page 1

### First of New Locomotives in service in two months

Ontario invested \$143 million in 27 new fuel-efficient MP40 locomotives.

Sixteen of the new locomotives will replace existing engines, while 11 will be added to expand the GO fleet.

The longer trains will gradually be put into service on GO's Lakeshore and Milton lines.

The first of the new locomotives will be in service in about two months, with all 27 expected to be hauling commuters in two years.

(Canada NewsWire, Canadian Press 080115)(RAC)



through the ports Halifax and Saint John.

Halifax could capture new container cargo traffic from Asia bound for the US and Central Canada, leading Saint John to attract more international shipping lines.

(Canadian Sailings 080128)(RAC)

**Make Every Day  
A Safe Day!**



## FINANCIAL SUPPORT IS IMPERATIVE

696 from Page 6

The Credit Union located at 1500 St Laurent Blvd - OC Transpo is also selling calendars for the project. Barry Thomas says financial support is imperative to keep the 696 streetcar restoration project on track. "Pick up a calendar for your office or to give to friends or relatives as gifts".

He adds, "if we sold them all, the streetcar motors can be professionally shopped out for repair and be ready for the body when we have it done shortly."



Photo courtesy OC Transpo  
Streetcar 696 as seen in the early 1950s. Built by the Ottawa Car Company in 1917, the car was retired in 1957, two years before the entire fleet and service.



Ottawa Central Railway  
is a proud sponsor of the  
streetcar 696 Project



need to focus on in 2008. I know we can do better however we all have to be more careful, keep alert and think SAFETY from the moment we commence work until we finish our day.

While the final numbers are still being worked on I am pleased to report that for 2007, both revenues and operating income are better than Budget and the prior year! Congratulations on a job well done.....and speaking of congrats I want to thank the following for their efforts on the recent move of military vehicles better known as Operation Southern Bear:

**Malcolm Dobie, Dennis Church, Jerry Kelly, Devon Moore and Mike Downey.** Great job guys!

What does 2008 hold for us..... well stay tuned. Nothing is easy but if we continue to provide a superior service to our clients, keep our locomotive fleet in the best condition possible, keep putting monies into improving our infrastructure, keep our eye on the ball and look for ways to reduce

**See Corner Office on Page 10**

## The LAWS OF LIFE! (Part 1)

### Law of Mechanical Repair

After your hands become coated with grease, your nose will begin to itch or you'll have to use the washroom.

### Law of the Workshop

Any tool, when dropped, will roll to the least accessible corner.

### Law of Probability

The probability of being watched is directly proportional to the stupidity of your act.

### Law of the Telephone

If you dial a wrong number, you never get a busy signal.

## The Corner Office by James Allen

### REVENUES UP BUT SO ARE COSTS / EXPENSES

**"For 2007, both revenues and operating income are better than Budget"**

- James Allen, GM, OCR

Preliminary Revenues for the month of December of slightly more than 1 Million dollars were 140K higher than Budget.

Higher fuel costs and consumption (68K), locomotive repairs (59K), program expenses and snow removal (109K) and derailment costs (18K) all combined to knock our Operating Income below Plan by 92K.

Once again December was a terrible month for a rash of incidents/accidents - which could all have been avoided.

This is the one area everyone of us

Visit

[www.octranspo.com](http://www.octranspo.com)  
for more on Streetcar 696

## From the Corner Office From Page 9

expenses, eliminate unnecessary and costly derailments, work safely and continue to develop new sources of revenues TEAM OCR will be successful.

I thank each and everyone of you for your contributions in 2007 and look forward to bigger and better things in 2008.

Finally, remember to make every day a safe one.

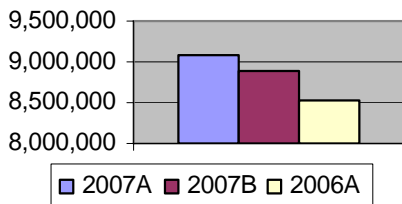
*Jim*

## Performance Indicators

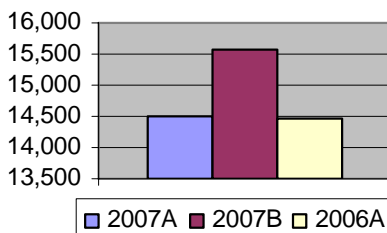
December, 2007



### Revenues in \$



### No. of Cars



## A Great job with "Operation Southern Bear!" Thank you for a successful move:



Dennis Church



Devon Moore



Malcolm Dobie



Jerry Kelly



Mike Downey



Bill Campbell



Jon McNeil



Bernie Seguin



Roy Murray



Serge Beauchamp



Cyril Wolfe



George Brohart



Vincent Mayhew



Marc-Andre Gagnon



Luc Larose



Mike Ritarose



Mathieu Houle

...and, special thanks to **Lavern Brohart** and **Charles Anderson**. Their pictures are not available for inclusion at this time.

## COPS CATCH COPPER CLIPPER

An arrest was made in the recent Florida copper caper.

In mid January, Hillsborough County Sheriff's Office reported deputies arrested David Weber, 46, saying he and an accomplice stole 8,000 feet of copper signal wire valued at US \$53,000 from CSX railroad property in Tampa, Florida.

This is another in a recent string of copper thefts triggered by the metal's demand. Railroad operators use copper wire to transmit signals.

(St. Petersburg Times 080116)(RAC)

## "IN BOX" Top Pick

Subject: What's This?



"why, it's a Hill-Billy!"

## The Spareboard

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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](mailto:james.allen@cfqc.com)

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