



POTENTIAL INCIDENTS AVOIDED

Sharp-eyed OCR employee spots 2 damaged components within week



Photo courtesy Jerry Kelly
This wheel was discovered on rail car DBCX 501 on March 24..

Safety and safety issues are pivotal across the rail industry, world-wide. Rail owners and operations personnel are constantly updated on the latest rules, issues, scenarios and circumstances.

Blend that knowledge and training with a keen eye, and you've got a combination that's hard to beat.

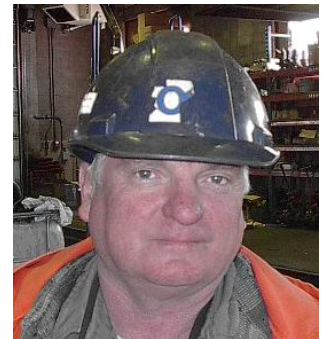
While on a routine inspection tour at Walkley Yard on March 24, OCR's Malcolm Dobie spotted a damaged wheel and immediately

ordered the pair replaced. The car is now back in service.

Less than a week later, on March 30, Malcolm spotted another problem.

See Adapter on Page 9

OCR congratulates Malcolm Dobie!



Hats off to Malcolm Dobie for spotting two damaged components within a week! Excellent work!

DOUBLE "O" EXERCISE TESTS SAFETY AND RESPONSE PREPAREDNESS

On January 26, a number of Ottawa area Emergency response professionals gathered for a unique tabletop safety and response exercise. As reported in January's *"The Spareboard,"* models were used in exacting role-play.

The exercise allowed a first hand look at operational procedures and the decision making abilities of key supervisors.

The *"Tabletop Exercise Double "O" Observations and Recommendations Report"* published by the City of Ottawa in early March carefully spells out the intentions of the two phase exercise.

Communication phase one was to:

- Verify OCR emergency procedures and RTC communications established policy and procedures;
- Verify OCR and RTC emergency notifications chain with the Ottawa 911 centre and associated railways, namely Capital Railway;
- Test and confirm the notification chain of the Rail Traffic Controller (RTC) in Montreal in handling an Ottawa based emergency;
- Practice and verify emergency notification procedures with OCR and capital Railway on jointly handling an emergency incident;

See Double "O" on Page 2

See message to All Staff from Serge Fournier on Page 2

2006 OPEN HOUSE CANCELLED

Please note - The OCR Open House planned for Saturday April 29th has been cancelled. It is slated to return in 2007. For more info, contact James Allen.

Inside this issue of *The Spareboard*:

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To All Staff

The following illustrates the unparalleled importance of Safety Rules at all times.



Serge Fournier

As soon as I have more feedback about the accident, I will let you know.

Observing Safety Rules definitely prevents these undesirable accidents.

SF

Double "O" from Page 1

- Practice and verify communications between OC Transpo supervisory staff, Control Centre and incident on site personnel.

The Tabletop phase two was to:

- Verify and practice OCR train crews in the procedures to follow in the event of fatalities on the right-of-way;
- Practice with and very procedures to use and communicate with Ottawa Police, Ottawa Paramedic, and Ottawa Fire personnel at an accident scene;
- Expose Railway and Transit Services personnel to how Ottawa Police and other first responders use their Emergency Site Management training to handle situation;
- Validate the various roles of Railway and Transit supervisory and management staff in responding to emergency incidents involving their respective organizations;
- Practice Railway accident protocols using the Office of the Chief Coroner's Rail Accident Protocol with first responders and Railway personnel;

See Double "O" Recommendations on Page 6

OCR Safety Rule!

Sean Gill selected CROR Rule 111 as the rule of the month.

CROR Rule 111

(This rule also applies to an engine in transfer service)

- The train and engine crew must know that equipment in their train is in good order before starting and inspect it whenever they have an opportunity to do so. Equipment added to a train enroute must be examined with extra care to ensure it is in good order.
- When crew members are on the rear of a moving train they must inspect, at every opportunity, the track to the rear for evidence of dragging or derailed equipment.
- All crew members on a moving train must make frequent inspections of both sides of their train to ensure that it is in order.
- On completion of crew-planned train inspections and at locations where inspection is required by special instructions, crew members will, when possible, voice communicate to each other the results of such inspections.
- In single track territory, when stopped for a meet with another train, the conductor of the first train to arrive at the meeting point will arrange for a walking inspection of train, or as much of the train as time and conditions permit.



OCR's Sean Gill

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

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

From: Serge Fournier
To: Serge Beauchamp; Nancy Belley; Jocelyn Picard; Guy Lepage; Gerard MacNeil; Lucien Belval
CC: James Allen; Denis Cliche; Gilles Richard; John Baldwin; Fernand Essiembre; Laurent Caron; Marc Laliberte; RMorel; ERenaud
Sent: Thu Mar 09 19:28:12 2006
Subject: Fatal accident

Madam, Gentlemen,

Last week, in Northern Québec , a CN Engineering employee lost his life while at work!

This gentleman was cleaning a switch with a back pack (compressor) and got hit by a mechanical switch broom operated by one of his fellow workers.

The official report is not out yet, but, we sure have a few lessons to learn from this terrible accident.

The employee was working by himself with the back pack running and never heard the approaching equipment.

The other employee operating the switch broom could never stop the movement on time!

Since our Engineering employees use the same tools, and knowing perfectly that winter is not gone yet, please take time to explain and discuss the rules governing the use of these tools.

backtrack

STREETCAR BASICS - THE OTTAWA CITY PASSENGER RAILWAY

His presence is felt today – all around Ottawa. The legacy of masonry contractor and entrepreneur Thomas MacKay is still quite alive. In addition to his achievements including the entrance locks to the Rideau Canal, the Nicholas Street Jail, Rideau Hall, and more, Thomas MacKay had amassed a fortune by the time of his death in 1855. Through Thomas MacKay, Ottawans got moving – for the first time!

By Dave Watts

By the late 1860s, the young Ottawa was undergoing tremendous growth. New businesses were setting up shop while the federal government saw unparalleled growth as more and more government workers moved in. Efficient transportation was becoming a necessity.

Financed largely through MacKay’s estate, the Ottawa City Passenger Railway (OCPR) was incorporated in 1866 by Thomas Coltrin Keefer, MacKay’s son-in-law.

In 1868, Thomas Reynolds, the new owner of the previously bankrupt Ottawa and Prescott Railway

bought control of the OCPR with a view to building a streetcar line to carry freight from the Chaudiere to his terminus on McTaggart Street. Due to heavy loads and sharp curves, the scheme was short lived.

By 1870, the OCPR had one line, a six and a half kilometer stretch between New Edinburgh and the Chaudiere suspension bridge. The early fleet consisted of 10 horse drawn streetcars, 15 sleighs and 10 omnibuses. In 1871, Reynolds sold his interests to Keefer. The OCPR lurched and rattled along the rails on Ottawa streets for the next 20 years.

(“Backtrack” is a regular feature in “The Spareboard”)



113. COUPLING TO EQUIPMENT

- (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.



Herbs (Fact or Fiction?)

Note: Even though all of the following are basically safe, definitive proof as to their specific use and/or effectiveness has not necessarily been determined or proven from a medical standpoint.

<u>Herb</u>	<u>Part Used</u>	<u>Main use</u>
Aloe	gel or dried juice	wounds, burns
Calendula (Marigold)	flower parts	wound healing
Capsicum	fruits	chronic pain
Cranberry	fruit	urinary tract
Devil’s Claw	storage roots	anti-rheumatic
Dong Quai	root	uterine tonic
Echinacea	rhizome and root	immune stimulant
Evening Primrose	seed oil	eczema
Feverfew	leaves	migraine
Garlic	bulbs	heart and blood
Ginger	rhizome	motion sickness
Ginkgo	leaf extract	improves memory
Ginseng	roots	cure-all; anti-stress
Goldenseal	rhizome, roots	digestive aid
Hawthorne	fruits, leaves, flower	heart, blood pressure
Liquorice	rhizome, roots	expectorant
Milk Thistle	fruits, (seeds)	liver protectant
Peppermint leaves	leaves	stomach
St-John’s Wort	leaves, tops	anti-depressant
Saw Palmetto	ripe fruits	diuretic, sexual vigour
Tea Tree	volatile oil	antiseptic



Ottawa Central Railway 2006 Incidents/Accidents through February

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

DID YOU KNOW, THAT...

1. Money isn't made out of paper, it's made out of cotton!
2. The U.S. Declaration of Independence was written on hemp (marijuana) paper!
3. The dot over the letter "i" is a "tittle"!
4. A raisin dropped in a glass of fresh champagne will bounce up and down continuously from the bottom of the glass to the top!

HAPPY BIRTHDAY!
(April)
Jerry Kelly

ANNIVERSARIES!
(April)
John McNeil - 3 years

Congratulations from all your friends at OCR!



TRACK EMPLOYEES GET RULES REQUALIFIED

On March 27 and 28, Instructor Don Steele held a Rules class for Track Department employees. Clockwise from left to right, Richard Myre, Serge Beauchamp, George Brohart, Don Steele, Cyril Wolfe, Wayne Brohart, Sean Gill and Vince Mayhew.



Performance Indicators



February, 2006

Our Mission:

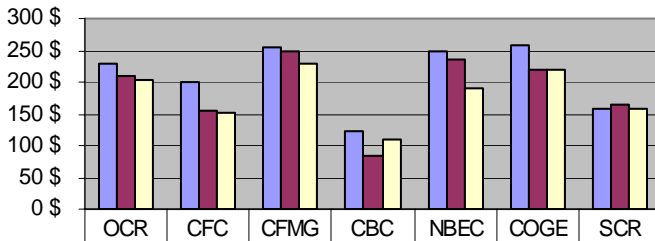
To be our customer's preferred supplier of transportation logistics services to help them meet the needs of their own customers.

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.

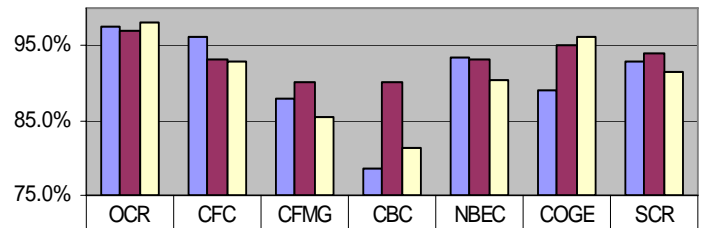
OCR Indicators on Page 9

Actual Fret revenue/employee (000 \$)



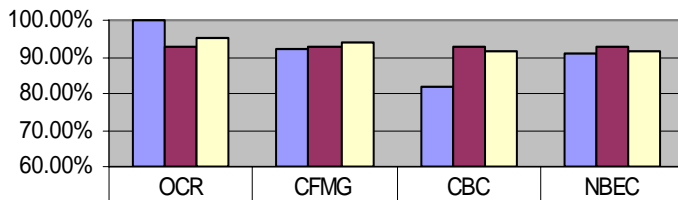
Cum 2006	229 \$	199 \$	256 \$	121 \$	248 \$	257 \$	157 \$
Bud 2006	210 \$	155 \$	250 \$	85 \$	235 \$	220 \$	165 \$
2005	204 \$	151 \$	228 \$	109 \$	190 \$	220 \$	158 \$

Attendance



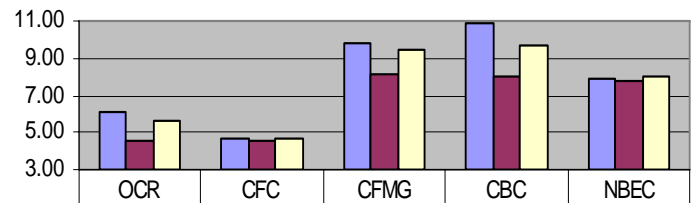
Cum 2006	97.6%	96.1%	88.0%	78.6%	93.3%	89.0%	92.9%
Bud 2006	97.0%	93.0%	90.0%	90.0%	93.0%	95.0%	94.0%
2005	98.2%	92.9%	85.5%	81.2%	90.4%	96.1%	91.4%

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



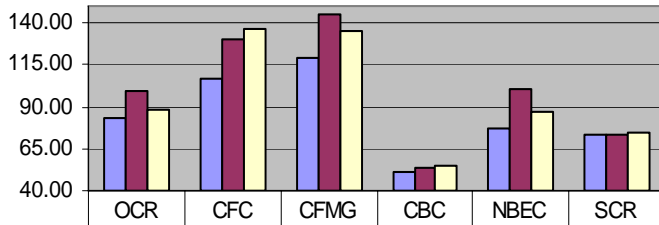
Cum 2006	100.00%	91.90%	81.70%	90.80%
Bud 2006	93.00%	93.00%	93.00%	93.00%
2005	94.90%	93.80%	91.80%	91.40%

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



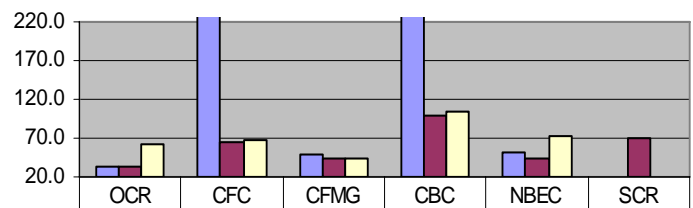
Cum 2006	6.13	4.73	9.84	10.89	7.93
Bud 2006	4.50	4.50	8.10	8.00	7.80
2005	5.65	4.66	9.50	9.73	7.99

Fuel Consumption (GTM/litre)



Cum 2006	82.75	106.34	119.05	50.54	77.15	72.76
Bud 2006	99.50	130.00	145.00	54.00	100.00	73.00
2005	88.20	136.69	135.31	55.42	86.38	74.90

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



Cum 2006	34.0	409.3	50.1	422.0	50.5	0.0
Bud 2006	32.0	65.0	45.0	100.0	45.0	70.0
2005	61.7	67.2	44.8	103.6	73.8	0.0

Double "O" Recommendations

- Increase understanding regarding the responsibilities of all participating agencies.

The simulation was a functional tool to create an artificial situation to which participants could respond and test procedures and personnel.

The learning environment demonstrated team work, communications and resources in the event of a major emergency.

An expected outcome was the need for further training to upgrade emergency response organizations. With Ottawa's light rail expansion on the horizon, further training will be conducted.

"Emergency preparedness is a key element of both Capital Railway and Ottawa Central Railway's Safety Management System. Emergency procedures need to be ingrained so that in time of need an employee simply "goes into action" instead of reacting with confusion. Each exercise has taught us to do things better the next time. This was the fourth joint emergency exercise conducted by Capital Railway and Ottawa Central Railway in the last three years. Each has helped both railways perform more professionally and with a greater awareness for safety."

- "Tabletop Exercise Double "O" Observations & Recommendations Report" (City of Ottawa, March 2006)

merchandise transported, we have increased our results 109.79 vs 108.81 in 2004.

I would like to congratulate everyone on these excellent results!!

As you can see, it pays to save on fuel!!

Marc

(Translation, courtesy Josee Oullette, OCR)

CFQ continues to demonstrate industry leadership

The Following exchange begins with Fern Essiembre's email and is followed by Marc Laliberte's reply.

----- Message d'origine-----

De: Fernand Essiembre
Date: ven. 2006-03-24 09:04
À: Gilles Richard; Serge Fournier
Cc: Marc Laliberte
Objet: FW: Section 19 issued by TC Addressing CROR 104

For your information

You will note that the instructions by Transport Canada in Section 19 served to CN and CP to rewrite rule 104 is basically the instructions that I have in place presently on CFQ. They want our instructions implemented across the system.

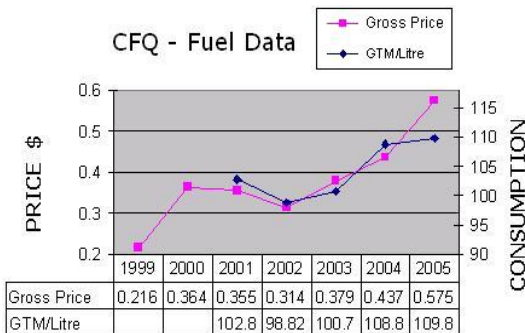
Fern

And Marc's reply,

From: Marc Laliberte
Sent: March 24, 2006 11:04 AM
To: Fernand Essiembre; Gilles Richard; Serge Fournier

See Leadership on page 7

Despite rising prices, CFQ fuel consumption stays in check!



The following message from Marc Laliberte shares the good news on fuel consumption data

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

From: Marc Laliberte
Sent: March 3, 2006 6:12 PM
Subject: Consommation de carburant

Hello All,

Please find attached the fuel situation graph to date indicating the price evolution and our consumption.

The price has increased 266% from 1999 to 2005.

I do not have the consumption information before 2001. SCR division was added to our group in 2003.

We have reached, in 2002, a consumption of 98.82 GTM/L. Since this time, consumption has been bettered by 11% when comparing 2005 to 2002.

11% represents a savings of at least 2 000 000 litres per year. If I add the taxes to the 2005 price, total price becomes 0.645 \$ per litre. This represents fuel savings of 1 300 000 \$ per year.

This year, despite the UPM/Ivaco strike and the closing of the two Smurfit plants which have caused a considerable reduction of the tons of

Random Observations into 2006 

**TRACK DEPARTMENT –
Monthly observations per
employee for 2006**

Track employees	Jan	Feb
Benoit Beauchamps	1	1
Serge Beauchamp		
Georges Brohart	1	1
Lavern Brohart	1	1
Wayne Brohart	1	1
Sean Gill		1
Vincent Mayhew		
Richard Myre		1
Cyril Wolfe	1	1
Contrator	5	
X-Rail	3	1
Transp.employees		
Monthly Totals	13	8

**TRANSPORTATION –
Monthly observations per employee for
2006**

Employee	Jan	Feb	Total YTD
Belliveau P			0
Brisson A	43	23	66
Campbell B	17	6	23
Campbell J	17	12	29
Gagnon MA	7	7	14
Houle, M	32	33	65
Kelly S	45	36	81
Krasilycz J	9	2	11
Laing J		25	25
Martin R	4		4
McRae B	4	12	16
Perrier P	4	3	7
Proulx N			0
Ritarose M	26	33	59
Robinson P	18	13	31
Seguin B	16	22	38
Talbot C	23	12	35
Trempe, R	18	13	31
			0
TRACK			0
RIDEAU BULK			0
CONTRACTOR	1		1
3rd PARTY			0
Totals	284	252	536

**TRANSPORTATION
and ENGINEERING
Non-Compliance
Observations
on page 8.**

Leadership, from Page 6

Cc: Denis Cliche; James Allen; John Baldwin; Nancy Belley; Laurent Caron

Subject: RE : Section 19 issued by TC Addressing CROR 104

Fernand,

Excellent. Un tres bon point pour nous.

Il faut continuer a "leader" en matiere de sécurité.

C'est en tete que je désire que CFQ soit,

Marc



CFQ's
Fern
Essiembre



scheduled work hours and to report to work on time. Regular attendance is essential to the Company's efficient operation and is a necessary condition of employment. When employees are absent, schedules and customer commitments may fall behind, and other employees must assume added workloads.

Notice of Absence or Tardiness

The Company needs advance notice of attendance problems so that other arrangements can be made to cover your absence, if necessary.

See Excerpts on Page 8

Excerpts from

**The Employee Handbook
(Ottawa Central Railway)**

By Laurent Caron



Section: Code of Conduct and Other Policies
Section: Attendance, Punctuality and Dependability

Section No.: 6-10
Effective: 09/01/04

Attendance, Punctuality and Dependability

Because Quebec Railway Corporation and its subsidiaries depend heavily upon its employees, it is important that employees attend work as scheduled. Dependability, attendance, punctuality, and a commitment to do the job right are essential at all times. As such, employees are expected at work on all scheduled work days and during all

ENGINEERING – OCR Observations Non-Compliance 2006

Subject (rules)	Jan	Feb	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		1
Content of radio communications (CROR 122)			0
Verification procedures (CROR 123 SI 1)			0
Authorities placement in cab of TU			0
QRC job briefing Policy (GOI 4(4.8))			0
Personal Protective Equipment (PPE) (GOI 8(4.3))			0
others			
Safety watch			
TOTAL Non-compliance	2	0	2
TOTAL Observations	13		13
% Non-compliance	15%	#DIV/0!	15%

TRANSPORTATION – OCR Observations Non-Compliance 2006

Subject (rules)	Jan	Feb	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)			0
Speed on other than main track (CROR 105)			0
Train inspection (CROR 111)			0
Securing equipment (CROR 112)			0
Coupling to equipment (CROR 113)			0
Fouling other tracks (CROR 114)			0
Pushing equipment (CROR 115)			0
OCS Rules			0
Stopped by a red flag			0
Other - CROR ___ 121_____			0
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))			0
Push/Pull Test			0
Other			0
TOTAL Non-compliance	1	0	1
TOTAL Observations	21	16	37
% Non-compliance	5%	0%	3%

Excerpts Continued from Page 7

An employee must personally notify his/her supervisor as far in advance as possible, but not later than three (3) hours before his/her scheduled starting time or the starting time as determined by the department head, if he/she expects to be late or absent. It is not sufficient to call in and leave a message with a coworker or someone else who is not in a supervisory position. This policy applies for each day of his/her absence unless otherwise arranged with the supervisor. . Please note that an advance notice to the supervisor does not become automatically an authorized absence.

Experts continues on Page 9

Excerpts from Page 8

Failure to notify

Absence for three consecutive workdays without notifying the supervisor is considered a voluntary termination. If the employee fails to give proper notice of attendance problems in advance as explained in this policy, or demonstrates an abnormal attendance rate, he/she may be subject to administrative or disciplinary action, up to and possibly including discharge.

(Excerpts from the Employee Handbook is a regular feature in "The Spareboard")

"Inbox" Top Pick!

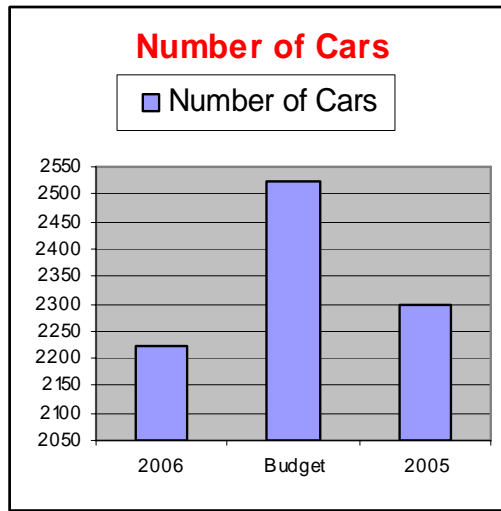
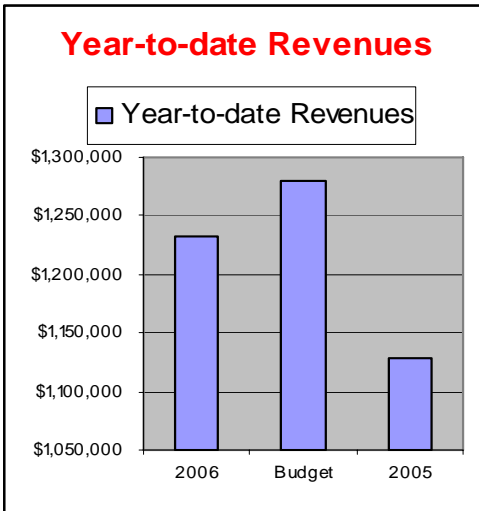


Performance Indicators 

February, 2006

Adapter, from Page 1

The broken adapter was spotted on DBCX 498. Had it not been repaired, the damaged adapter could lead to an eventual derailment.



Malcolm Dobie spotted this broken adapter on DBCX 498, March 30.



**IT'S OFFICIAL!
JASON'S IN THE
DRIVER'S SEAT!**

OCR'S Jason Laing (left) is presented with his Engineer's Certificate from Instructor Don Steele on March 15th. Jason officially qualified for the honors March 10th.

**BILL GATES CLICKS
ON CN SHARES!**

Already the world's richest man, Bill Gates has chugged his way to the top of another list as the largest shareholder in CN.

In a recent filing with the US Securities and Exchange Commission, the Microsoft

See Gates on Page 10

Gates continued from Page 9

chairman and founder disclosed that he holds nearly 30.91 million CN shares through Cascade Investment, or a 5.8% stake now worth \$1.63-billion. That's enough to place Gates ahead of major institutional investors such as Fidelity Investments, Barclays, Wellington Management, and the mutual fund arm of Bank of Montreal.

As well, in a \$234-million joint holding with his wife, Melinda, the charitable Bill & Melinda Gates Foundation owns another 4.42 million shares in Canada's largest railway. In total, the Gates family's 35.33 million CN shares are worth \$1.87B, based on their closing price of \$52.92 Friday on the Toronto Stock Exchange.

That works out to 6.6% of CN's market value of \$28.37B.

(Globe and Mail 060403)(RAC)

From

The Corner Office

By James Allen

Revenues for the first 2 months of 2006 are 3.8% or \$49K below budget. The strike at Ivaco, which ended in mid-January resulted in a loss of business while the milder than normal winter meant a reduction in propane cars being handled by Superior Propane.

We commenced switching the mill at Portage which was highlighted in the March 2006 publication of Progressive Railroading. Our overall level of expenditures was \$90K better than Plan resulting in an Operating Income improvement of \$45K.

"...GET OFF MY PHONE!"

6 Tips to Get Rid of Telephone Solicitors or to at least leave you alone!

- 1) Talk very quietly and then without warning, scream as loud as you can into the phone.
- 2) "You'll have to excuse me now, my armpit is on fire."
- 3) "I'm sorry, but this phone is for personal calls only. The boss won't let us use it for business."
- 4) Respond to their questions with fax/modem noises.
- 5) "Have you heard about that study showing that it can cause impotence to sit all day with a telephone receiver next to your head?"
- 6) When they ask to speak with you, say "Just a moment," and give the phone to your six-year old child to carry on the conversation.

a very good start!

There is still a long way to go and it will take much effort from each and every employee to enable us to reach the goals of our corporate vision ie; QRC is the standard for shortlines in North America, QRC is synonymous with reliability and the best people want to work with us.

Let's make it happen!!! Remember to make every day a safe day.



MONTREAL TO HOST 2006 RAIL RESEARCH CONGRESS

The 7th World Congress on Railway Research comes to Montreal June 4th through 8th.

Some 600 world leaders in technology and rail research are gathering to share ideas and tackle some of the hot issues facing passenger and freight train operators.

Other activities include technical tours to rail facilities such as maintenance centres, intermodal yards and research venues in the Montreal area and here in Ottawa.

The first research congress was held in 1994 in Paris. The 2006 conference will be headquartered at Montreal's Fairmont Queen Elizabeth Hotel.

Information on the Congress can be found online at:
<http://www.wcrr2006.org/index.html>

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