

HealthQuest
To All Employees
From Laurent Caron
 See Page 6

OCR SAFETY RULE
 Page 8
 by Pat Robinson



*OCR Welcomes
 more visitors!*

See Page 2



Monthly Observations
*Transportation
 & Engineering*

Pages 10 & 11

OCR TEAM DELIVERS AGAIN!

Clients benefit from extra efforts

When Bombardier's New Jersey Transit car BBRX 7003 was booked at NRC for testing, unforeseen delays and potential logistics concerns surfaced that would have substantially delayed delivery.

The car had been booked at NRC 08:00, Monday, March 12. Through an exceptional effort, the car was delivered on Saturday, March 10 at 16:45.

Another incredible team commitment brought the car to destination on-time. In addition to appreciated assistance from Capital Rail's Brian Lloyd, special thanks to OCR's **Jerry Kelly** who helped coordinate the operation and especially to **Claude Talbot** and **Mike Ritarose** who scrambled in on their day off to pick up the car in Pembroke and get it delivered to NRC. Excellent work gentlemen!

Switching gets done for Superior

In another action, OCR extends special thanks to **Claude Talbot**, **Marc-Andre Gagnon** and customer service rep **Rodney Hamilton** for another job well done. They provided tremendous assistance in ensuring recent, specific car requirements for Superior Propane were completed efficiently.

See OCR Delivers, Page 2



Photo courtesy Wally Weart

The winter of 2007 will most likely go down as one of the most severe, if not bizarre across North America. Rail writer and photographer Wally Weart shares what an Amtrak locomotive's crew discovered after their engine died. At the time they were pushing five or six feet of snow ahead.

GOING GREEN AND STAYING PROFITABLE

Montreal's Railpower Technologies working through challenges

Environmental preferability is an excellent philosophy but the challenge is often cost-efficiency throughout the manufacture and delivery process.

See Green Goat, Page 4

Inside *The Spareboard* Vol 3 No 2

- "Backtrack" 2
- Fern's Rule of the Month 3
- From the 'Dining Car' 3
- Incidents & Accidents 4
- Performance Indicators 5, 12
- "Steele Rail" (Don Steele) 7
- OCR Safety Rule 8
- Birthdays & Anniversaries 9
- Monthly Observations 10, 11
(Transportation & Engineering)
- From "The Corner Office" 11
(James Allen)

Backtrack

By Dave Watts

The first in a series of five classic North American trains

"The California Zephyr"

The Zephyr name can be attributed to Burlington's cutting-edge entry into streamlined rail travel in the late 1930's. Burlington's Zephyrs were three-car articulated stainless steel diesel powered trains.

By the 1940s, Zephyr became associated with 'silver'. Partnerships were set-up between Budd Manufacturing, Burlington, Western Pacific and others to develop and market zephyr as distinctively silver. Each 'Zephyr' train would contain five dome cars in each consist; more than any other and every car name would be preceded by 'silver'.

One of the best known was the California Zephyr. Inaugurated on March 20, 1949, service was introduced between San Francisco and Chicago. Pennsylvania and New York Central Railroads provided return service between Chicago and New York.

The California Zephyr covered 2,525 miles (4,040 KM) over its 2.5 day journey across the country.

By the early 1960s, as other travel options grew in popularity, the California Zephyr fell into difficult times. Service concluded on March 22, 1970, when the westbound train arrived in Oakland, California.

Today, Amtrak runs a passenger service under the name California Zephyr. It follows a similar route, but some say it's not the same. For more on the California Zephyr, visit: <http://calzephyr.railfan.net/>

Visitors to OCR...



Photo © Ian McCord

On March 15, Ottawa Central Railway welcomed more special guests for a tour of Walkley yard facilities. Representatives from the RAC joined visitors from Queen's Park. From left to right, **Chris Vivone**, RAC; **Bruce Burrows**, RAC; **Jamie Rilett**, Senior Advisor, Minister's Office; **Jurgen Kinghor**; the Honourable **Donna Cansfield**, Minister of Transportation, Ontario; **James Allen**, OCR; **Kathy Moore**.

OCR Delivers From Page 1

Some communications issues arose during an early March switch resulting in unclear movement orders. Claude and Marc-Andre were extremely helpful in getting the client serviced smartly and efficiently.

Thanks to our great team!

OCR got the New Jersey Transit Bombardier car delivered ahead of schedule amid a logistical nightmare! Special thanks to Mike Ritarose and Claude Talbot who got it done!

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

From: Luc Larose
To: Jerry Kelly,
CC: JAllen;MDowney
Sent: Sat Mar 10 17:29:57 2007
Subject: Re: Bombardier car
Jerry, once again the teamwork and dedication of the OCR team made this possible. Thank you all.

Luc

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

From: Mike Downey
To: Luc Larose; Jerry Kelly
CC: James Allen
Sent: Sat Mar 10 21:03:04 2007
Subject: Re: Bombardier car
May I echo Luc's sentiments. Please pass on our thanks to the crew...and yourselves!

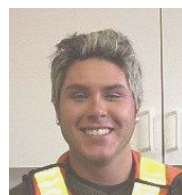
Mike



Claude Talbot



Mike Ritarose



Marc André Gagnon



Rodney Hamilton



General Operating Instructions Section 8

12.1 Train Crews Conducting a Job Briefing

PURPOSE: To ensure crew members communicate critical information pertaining to safe train operations prior to and throughout their tour of duty.

Steps to Job Briefing

1. Plan Briefing:
 - review work assignment, materials and resources.
2. Job Basics
 - discuss sequence of basic job steps;
 - point out potential hazards and discuss how to protect against them;
 - ensure emergency equipment is available (first aid kit etc.);
 - review emergency procedures.
3. Work Assignment
 - review employee responsibilities and confirm understanding of instructions.
4. Follow Up
 - additional job briefings must be held as work conditions change.

Originating Terminal

After reporting for duty, all crew members must ensure they are aware of conditions that will affect safe train operations.

Each employee must have a copy of the current Operating Rules and Timetable accessible while on duty.

Employees Must:

- ensure Bulletins and Notices are read and understood;
- obtain, read, discuss and sign or initial operating authorities as required (GBO/DOB/OCS Clearance);
- confirm proper designation of train/engine on journal and all operating authorities;
- identify presence of dimensional, speed restricted and special dangerous cars;
- ensure proper documentation for all dangerous goods;
- discuss and review items affecting the territory the train or engine will operate over;
- obtain permission to depart and confirm routing and limits of authority, including those limits applicable on their GBO or DOB.

En-Route

To ensure all crew members maintain awareness of conditions that will affect safe train operations, they must verbally discuss among themselves:

- fixed signals encountered;
- GBO/DOB/Clearances restrictions en-route;
- set-off and lifts prior to reaching work location and ensuring proper marshalling;
- proper train speed;
- documentation;
- transfer requirements if relieved en-route.

Note: Train crews must promptly report locomotive defects discovered on line to the RTC and the ERS Equipment Department.

Final Terminal

Ensure crew members discuss the following:

- arrival and yarding instructions;
- ensure proper securement of train and locomotives;
- report any car or locomotive defects or any needed supplies;
- confirm documentation and details of enroute work is reported.

Fern Essiembre



Quick & Easy

"STEAK MEDITERRANEAN"

- | | |
|---------------|--|
| 2 to 2½ lb | Sirloin steak
(suggest special order from Meat Counter, at least 1½ inch thick) |
| ½ tablespoon | freshly ground pepper |
| 1 large | Garlic clove (crushed or pressed) |
| 3 tablespoons | Lemon Juice (fresh or from concentrate) |
| ½ teaspoon | Salt or salt substitute (to taste) |
| 1 tablespoon | Oregano |

- Rub the steak with the garlic and pepper; ensure all sides are covered.
- BBQ or broil the steak to your liking. Steak can be fried in a cast iron pan on medium heat, but BBQ or broil works the best.
- Place steak in a serving platter then sprinkle the lemon juice, oregano (and salt) over the top surface.
- Thinly slice and serve. The platter juices are a nice accompaniment.
- Suggestion, serve with potatoes or noodles and a garden salad.

INCIDENTS & ACCIDENTS

Through February, 2007



	FEB 2007	FIN 2006	FIN 2005	FIN 2004	FIN 2003	FIN 2002	FIN 2001		FEB 2007	TOT 2006	TOT 2005	TOT 2004	TOT 2003	TOT 2002	TOT 2001
Main Track Accidents*	1	0	4	0	2	0	1								
Non-Main Track Accidents*	1	13	10	9	11	6	8	Human Factor	0	2	4	3	5	3	4
								Ice & Snow	0	1	0	0	0	1	1
Crossing Accidents	0	1	1	2	2	4	2	Track Conditions	0	4	1	1	0	1	1
								Vandalism	0	1	0	0	0	0	1
Trespassing Incidents	0	0	0	0	0	1	5	Equipment	0	0	0	0	0	0	0
								3rd Party	1	5	5	5	6	1	1
Employee Injuries*	1	1	3	2	5	8	0	Other	0	0	0	0	0	0	0
									1	13	10	9	11	6	8
Cardinal Rule Violations	0	0	1	0	0	0	2								
Hyrrail Accidents	0	0	0	1	0	0	0								
Vehicule Accidents	0	1	1	1	1	0	1								
TOTAL	3	16	20	15	21	19	19								
Other	1	7	8	20	13	12	0								

Fun With Words (5)

*For those who love the
philosophy of hypocrisy and
ambiguity...*

1. A lot of money is tainted:
'Taint yours, and 'taint mine!
2. If you don't pay your Exorcist,
you can be repossessed!
3. The furniture manufacturer
who fell onto the upholstery
machine was fully recovered.
4. A plateau is the highest form
of flattery!
5. Acupuncture, is a jab well
done!

Green Goat from Page 1

The name "Green Goat" is catchy, and Montreal based Railpower Technologies has reported brisk sales of their switcher locomotives, but the barriers to profitability continue to appear.

Reliance on outside contractors means there is less control over manufacturing. Costs have run over budget and contracts with some customers were signed at prices too low to cover costs. And competitors have sprung up along the way.

But one of Railpower's best assets might be its skilled management team, and the light is getting brighter at the end of the tunnel.

In December, the US Environmental Protection Agency (EPA) approved Railpower's road switcher locomotive and the certification will likely accelerate sales south of the border.

(Financial Post Business 070301)(RAC)

GUESS WHO'S COMING TO WALKLEY YARD?

See page 12

Performance Indicators

February, 2007, CFQ



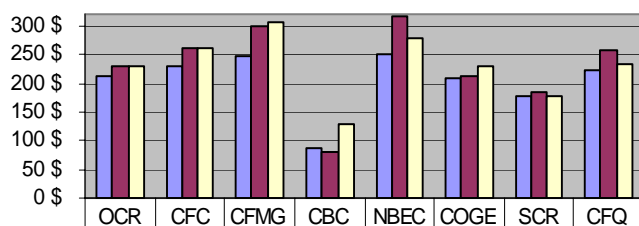
Our Mission:

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

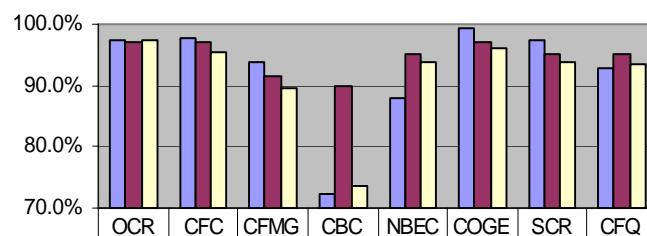
Basis of the Mission:

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

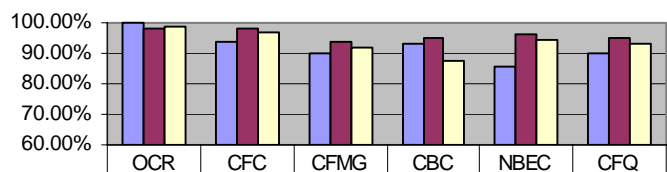
Total revenues/employee (000 \$)



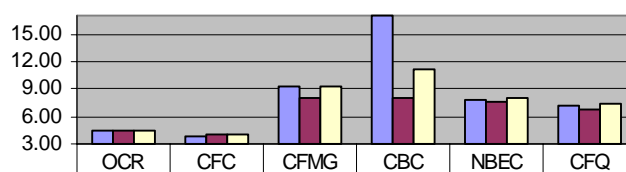
Attendance



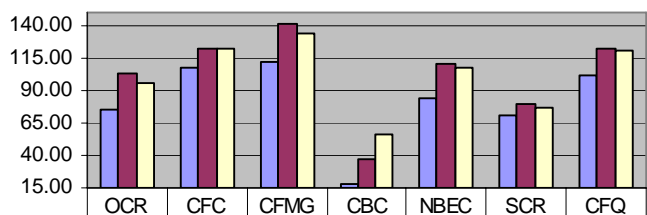
Weekly Car Placements (% Placed / Garanteed)



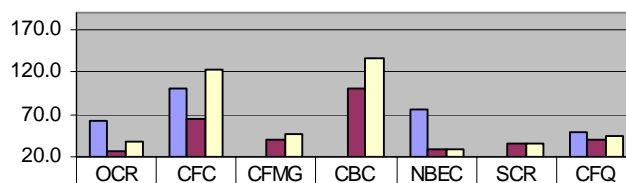
Car cycle (Days (empty-load))



Fuel Consumption (GTM/litre)



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



To all CFQ
Employees

Laurent
Caron



HealthQuest

A workplace wellness update from your EAP



When Alcoholism Hits Close to Home

Directly affecting about one in 20 North Americans, alcoholism is one of the most common addictions in North America, cutting across gender, age and ethnicity lines.

And yet it's still very much a hidden disease, suffered in silence by countless families and wreaking havoc on the partners and children who have to live with an addicted loved one.

For those with an alcoholic family member, it can sometimes feel like an unpredictable roller coaster ride.

But by admitting there is a problem in the first place, seeking out support and effectively dealing with the addicted loved one, you can ease some of the emotional turbulence that comes with living with an alcoholic.

Is there really a problem?

It's not always easy to know if loved ones are abusing alcohol. That's because they often feel ashamed about their drinking, and do whatever they can to cover it up. If you think someone in your family might be an alcoholic, ask yourself if he or she:

- Spends time almost exclusively with other heavy drinkers.
- Tries to hide drinking.
- Finds it difficult to speak about drinking.
- Tries to avoid situations where alcohol is not available.
- Justifies the drinking problem.
- Forgets things while or after drinking alcohol.
- Neglects personal care and proper dress.
- Creates a feeling of fear or tension in the household because of drinking.

If you answered yes to one or more of these signs, you may want to seek the support of a counselor or healthcare professional to discuss coping strategies and how best to deal with the problem.

What effect can alcoholism have on me as a partner?

Dealing with the issue can also take its toll on the mate of an alcoholic. The shame and stress of having a partner with a drinking problem can leave you feeling guilty or depressed and can cause physical and psychological health problems. Because alcoholics are so focused on their addiction, and because the

Alcohol causes them to lose self-control. Sufferers become angry more quickly and are more likely to react violently when they're confronted. And while you might try to downplay the effects of the addiction because there's no physical violence, verbal abuse can be just as harmful to your emotional well-being.

If your partner is an alcoholic, you may try to deny the problem exists at all. It's only when things get out of control—when the drinking gets so severe you can no longer hide it—that you're forced to confront the alcoholic and face the difficult reality of the situation.

Dealing with an Alcoholic

Having an alcoholic family member is never easy. It means watching someone you care about fall deeper into an addiction, lose interest in life and become a danger to themselves or others. If you suspect alcoholism is affecting a family member, you can deal with the issue by:

- **Telling the sufferer how you feel.** When your loved one is sober, honestly discuss your worries and fears. If you're not sure exactly what to say, coaching from a counselor or addiction specialist can help. While you may secretly hope that your words will be an instant 'wake up call' to your loved one, the reality might be quite different. Be prepared for anger and flat out denial of the problem. Remember: you can't control your loved one's actions or response. Avoid a confrontation when he or she has been drinking as you'll be negotiating with the addiction rather than your loved one.
- **Acknowledging the problem.** Be honest about how your loved one's addiction is affecting your life and family. Pretending the alcoholism doesn't exist won't really help anyone and will only lead to more fallout down the road.
- **Not enabling.** 'Covering up' issues by taking on the responsibilities that your partner can't or won't do lets your loved one 'get away' with bad decisions and poor behavior without ever having to deal with the consequences of his or her actions.
- **Maintaining a sense of self.** Some partners get so caught up in covering up for the alcoholic and taking care of family responsibilities that their identity becomes completely tied to 'managing' the situation and shouldering the blame. Remember: the alcoholism is not your fault and shouldn't define your core being. Whether it's joining a gym, meeting a friend for coffee or taking a class, look for ways to give yourself a regular emotional break from the relationship. Doing so can help you recharge and can give you the space you need to gain more perspective on the situation.

Continued next page

HealthQuest *continued*

•**Getting help.** Make sure you have someone you can talk to about your feelings, such as a trusted friend or family member, or mental health professional. You can also look to groups, such as Al-Anon, that provide support to families and friends of alcoholics.

•**Staying safe.** If alcohol is causing someone in your family to behave violently towards themselves or others, remove yourself—as well as any children—from the situation and seek professional help immediately.

How does alcoholism affect children?

Having an alcoholic parent can be devastating for a child. Because kids naturally look up to their parents as guides and role models, they often feel they are the cause of the alcoholism. Whether it's because they didn't do well in a class at school, misbehaved, or didn't make the soccer team, children often look for ways to pin a parent's extreme drinking on their own personal shortcomings. This kind of rationalizing can obviously have a damaging effect on a kids' confidence and self-esteem. But it's not just the drinking itself that causes problems. Mental—and sometimes even physical harm—go hand-in-hand with alcoholism so many children of alcoholics end up witnessing or becoming victims of domestic abuse or neglect.

This can make children of alcoholics more vulnerable to feelings of low self worth, as well as emotional and physical health problems. Children from alcoholic families are also three to four times more likely to suffer from alcohol or drug abuse than their peers. Some kids, on the other hand, may seem to cope incredibly well by diving into school activities, academics or sports to buffer tension at home. But while the effects of an alcoholic parent may be less obvious for these high-functioning children, however they can also experience an intense need for perfection and control.

Supporting Children of Alcoholics

Because they're exposed to such an unpredictable home life, it's vital that children of an alcoholic parent get the attention and support they need—even if they seem to be coping well. Protect kids from the worst side of a difficult situation by:

•**Talking about it:** Find out how children feel about the alcoholic family member, and let them know your concerns. Be honest and upfront and listen closely to their fears and wants. Support of a trained therapist and groups such as Alateen can also help kids and teens discuss their ups and downs and help them discover they're not alone.

•**Explaining that alcoholism is an illness:** Let kids know the alcoholic is sick and cannot stop without outside help. Reassure them it's not their fault and that they cannot "do something" to make a parent stop drinking.

•**Helping kids be kids.** Dealing with an alcoholic parent should never be the focus of a child's life. Make sure kids are participating in other activities and social events away from the stresses of life. Children of alcoholics tend to cope better now and further down the line when they're given the chance to 'escape' home tensions and focus on positive, fun outlets.

•**Removing children from dangerous situations** If you suspect the problem drinker is physically or emotionally abusive, then remove kids from the situation and get help immediately. Coping with someone who has an addiction is never easy. By dealing with the situation openly and honestly and accepting what you can and can't control, you and your family can make the best of this life challenge and get the support needed to cope with the realities of a loved one's addiction.

If you have any questions about this topic, or if you wish to discuss a personal situation you may be experiencing, we invite you to contact your Employee Assistance Program (EAP). All contact between you and your EAP is completely confidential.

English Service: 1.800.387.4765

French Service: 1.800.361.5676

HealthQuest is produced four times a year for employees and their families. Any comments? E-mail us at info@warrenshepell.com

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Don Steele
continues with his
series *Railways of*
CFQ

Steele Rail Don Steele



PUTTING A HUMAN FACE TO WORK ETHIC AND DEDICATION

Remembering ERS' Ron Belliveau

This article is a continuation of the series on the different railways under the CFQ umbrella and describes the Eastern Railway Services based in Campbellton New Brunswick.

ERS is a company formed to provide support to the activities of CFQ and includes customer service or car control as it is commonly referred to, a Rail Traffic Control center for all of the eastern railways from Sydney to Rivière-du-Loup and a diesel and car shop based in northern New Brunswick.

See "Steele Rail" on page 8



By Pat Robinson



CROR Rule 573

573 REVERSE MOVEMENTS

(a) A train or engine, having passed beyond the limits of a block, must not back into that block until the RTC has been informed of the intended movement, and such movement has been authorized by;

- (i) the indication of a block signal, other than a Restricting Signal equipped with a plate displaying the letter “R”, or a Stop and Proceed Signal;
- (ii) Rule 564;
- (iii) or Rule 566 or 567.

NOTE: The application of (iii) does not dispense with the requirements of Rule 564 at a Stop Signal.

(b) When a train or engine has entered a controlled location on signal indication, and stops with its trailing end within such controlled location, it may only move in the opposite direction as prescribed by paragraph (a), clause (iii).

(c) Except when protected by Rule 566 or 567, a reverse movement within a block, provided such movement will not re-enter a block it has cleared, may not be made until after a flagman has taken up a position beyond the farthest point to which the movement may extend. Stop signals must be given by the flagman from a point where they can be plainly seen from an

approaching train or engine from not less than 300 yards. The RTC must be notified of such movement whenever practicable.

CN System Special Instruction Instructions For Switching At Controlled Locations

(i) **Signal Indication** - The preferable method for switching at a controlled location is using the signal system by having the RTC signal the movement over the controlled location by use of directional signals. If unable to clear the controlled location when switching is completed, the RTC will authorize departure by issuing a Rule 566 to the movement. If the first move into the block was authorized by Rule 564, movement to the next signal must be made at Restricted speed.

NOTE: If the RTC can ascertain that the next signal is indicating a permissive indication for the train and there are no dual control switches between the train and the next signal, he may verbally authorize the train to pull ahead at restricted speed to that signal. Rule 566 would not be required when so authorized.

(ii) **Switching Signals** - A member of the crew will request the switching signal when a controlled location is so equipped. The signal will constantly indicate “Restricting” so that multiple moves over the plant may be made. When switching is completed, the RTC must be advised so the signal may be cancelled. Before doing so, the member of the crew requesting the cancellation must advise all other crew members and receive their assurance that they are and will remain clear of the switching signal limits. If unable to clear the controlled location, the RTC will verbally authorize departure. The RTC will then cancel the

switching signal. Movement to the next signal must be made at restricted speed. To avoid having to operate at restricted speed, movements should attempt to back clear of the switching signal on final move and leave on proper signal indication.

See Rule on page 9

Steele Rail from page 7

OCR employees are familiar with the Customer Service center and surely appreciate the friendly and professional voices at the ERS office. The RTC center shares the same office as Customer Service. The employees working as RTC's have established a reputation as being solid dependable individuals and the office in general has a great record for professionalism.

The Campbellton shop is responsible for keeping the diesel and car fleet operational and is faced with a fairly heavy workload. They are also responsible for cleaning up any derailments that may occur and in my last edition of “Steele Rail” I wrote of the 22 car derailment in 2002 on the NBEC. I did not mention the role of ERS shop employees in cleaning up the derailment knowing that I would have the chance this month.

Led by Car foreman Ron Belliveau and assistant shop supervisor Len Freeman, a team of workers under very difficult conditions including dangerous commodities worked 14 to 16 hours a day for 3 days to get the main track open. The work continued for 2 full weeks for this dedicated group of employees. I would have liked to continue to describe the spirit in which this work was carried out but sadly there is something more important to write about.

See Steele Rail “A Human Face”
Page 9

Rule 573
From page 8

(iii) Signals suspended under provision of Rule 566.1 - The movement must be signalled into the controlled location. When the movement has accepted the signal, Rule 566/566.1 authority will be issued by the RTC. When switching is completed the movement should be back clear of the signal. If the movement is unable to be clear of the limits when switching is completed, the train must advise the RTC before leaving the location. If Rule 564 authorized the first move into the block, movement to the next signal must be made at restricted speed.

(iv) Taking Head-Room - Provided that the trailing end of the movement remains within Rule 105 trackage, a train or engine may accept a signal to enter a controlled location from Rule 105 trackage, where the intent of the move is to subsequently reverse direction so as to be completely in the clear in the Rule 105 trackage. The RTC must be informed of the Intended head-room move when the signal is requested. The crew may request one or more head-room moves BUT each time, the signal provides a permissive indication, it is for ONE head-room move only.

"A Human Face" from page 8

Earlier this month Ron Belliveau passed on to the next world after battling cancer for the last year. The "Chief" as he was referred to, was in his early 50's and was very highly regarded by everyone that crossed his path. I never entered the shop without

first stopping to chat with this warm and friendly railroader.

His work ethic was incredible and it seemed that there was no limit to his energy. He could be depended on to always get the job done with great concern for the safety of his fellow friends and co-workers. The management staff of ERS and NBEC all agreed that Ron was amongst the most dedicated and appreciated employee on the railway.

Work ethic and dedication is one thing but Ron distinguished himself by his human qualities. The qualities that stand out to me were his trustworthiness, honesty and the fairness of his judgment. He distinguished himself with his warmth and sense of humour that he shared with all who came in contact with him. He was soft spoken and supportive to his fellow workers but loved to laugh and tell a good story.

If he showed these qualities to his fellow workers then it is not hard to

imagine what kind of dedicated family man he was. I met his family for the first time under these difficult circumstances but his son worked part time on the railway as a student and the guys tell me that he has all his fathers' qualities and more.

Steele Rail concludes
on Page 12

Observations Transportation & Engineering

by Luc Larose and Serge Beauchamp



Serge
Beauchamp Luc
Larose



Transportation
OCR Monthly Observations
Per employee - 2007

Transportation
OCR Observations
Non-compliance - 2007

Employee	Jan	Feb	Total YTD
Brisson A	7	9	16
Campbell B	7	5	12
Campbell Jamie			0
Campbell John	4	4	8
Gagnon MA	15	19	34
Houle, M	12	5	17
Kelly S	14	11	25
Krasilycz J	7	9	16
Laing J	13	17	30
McRae B	15	18	33
McRea K	18	18	36
Perrier P	4	15	19
Proulx N	11	17	28
Ritarose M	17	11	28
Robinson P	6	6	12
Rushton R	8		8
Seguin B	9	8	17
Talbot C	19	19	38
Trempe, R	6		6
			0
			0
TRACK			0
RIDEAU BULK	1		1
CONTRACTOR			0
3rd PARTY			0
Totals	193	191	384

**Observations,
Transportation and
Engineering** is a regular
feature in "The
Spareboard"

(continued next page)

Subject (rules)	Jan	Feb	YTD
General Rule A			0
Switching by radio (CROR 12.2)			0
Engine bell (CROR 13)			0
Whistle (CROR 14)			0
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)	1	1	2
Deraills (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	2		2
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	3	1	4
TOTAL Observations	20	23	43
% Non-compliance	15%	4%	9%

Monthly Observations (Continued) Engineering



Engineering (Track Dept)
 **OCR Monthly Observations**
 Per employee - 2007

Track employees	Jan	Feb	Total YTD
Benoit Beauchamp	3	4	7
Serge Beauchamp			
Georges Brohart	3	3	6
Lavern Brohart	3	4	7
Wayne Brohart	3	3	6
Sean Gill	4	3	7
Vincent Mayhew	3	3	6
Richard Myre	4	3	7
Cyril Wolfe	3	3	6
Contrator Train Crews	10		10
X-Rail	2	2	4
Patrick Beauchamp	3	4	7
Monthly Totals	41	32	73

Engineering (Track Dept)
 **OCR Observations**
 Non-compliance - 2007

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
Canceling 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	2
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	1	3
TOTAL Observations	13	10	23
% Non-compliance	15%	10%	12%

The Corner Office by James Allen

Revenues for the first two months of the year were 185K behind Budget mostly due the impact of the CN strike. A mild winter has meant lower propane sales and not surprisingly fewer cars. Not a good way to start the year however I do expect revenues to improve. Expenses were 45K less than Plan and could have been higher except for the incident at ATC - which could have been avoided.

In reviewing the Performance Indicators we are behind our targets in most categories. I know these will improve as the year progresses however the most disturbing area is our ratio-Train Accidents where we are sitting at 63.0. We really need to eliminate the unnecessary incidents / accidents that have occurred in the past and operate more safely. I count on your dedication to drive this statistic down to zero! I see there are still a few problems with radio communications although we have improved

significantly.

Let's keep this performance up and speaking of performance I want to pass along my thanks to Claude, Mike, Marc-Andre and Rodney for "taking care of business" and going the extra mile.

Well done gentlemen. It is

shaping up to be a busy Spring and Summer in Walkley Yard with a number of event taking place. Remember to make every day a safe day.

Coming home...



Photo courtesy: Robert J. Emond

Newly renumbered to (CP) 4106 and a companion, 4107, two ex Ohio Central Railroad FP9As, are returning to Canada and a "new" life! The mid 50s vintage units initially went into service as CN 6515 and 6526 later becoming VIA Rail 6307 and 6313 before heading off to Ohio. The units will be assigned to CPR's *Royal Canadian Pacific* excursion train. The above photo was taken February 12, 2007, near Sudbury, ON.

Steele Rail from page 9

He is dearly missed by all who knew him but his example lives on. I, like many others learned a lot about railroading from him. We also learned a thing or two about how to respect and work in unity with others.

I am in the final stages of producing a 20 minute training video on Train Inspections for CFQ which will be shown to all operating employees from Ottawa to Sydney and I plan to dedicate this video to our friend Ron with this picture.

And if anyone asks who he is, I'll tell them.



"(Ron Belliveau) is dearly missed by all who knew him, but his example lives on."

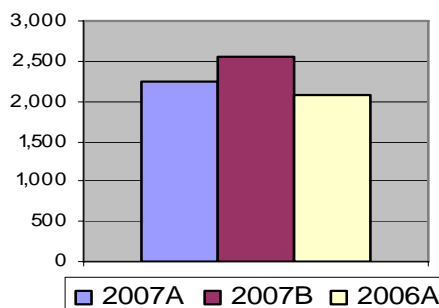
- Don Steele

Any comments on any article in Steele Rail can be sent to Don Steele at:

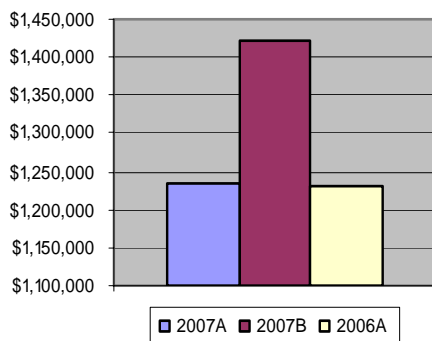
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OC Performance Indicators

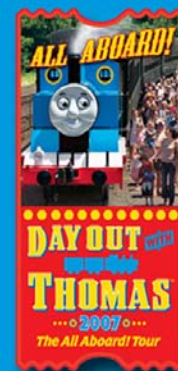
Number of Cars



Revenues



Look who's coming to Walkley Yard!



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