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OCR SYSTEM AUDIT



Welcome aboard Richard Patten!
See page 7

OCR helps raise Christmas Cheer All Year!
See page 8

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Steele Rail Don Steele



Winter hits back...

Photo: ©2007 Chip

While eastern Canada and northeastern U.S. basked in spring-like temperatures through early January, the U.S. Rockies were pounded with snow. Following a New Year's holiday blizzard of 76 centimetres (30 inches) that pounded eastern Colorado and western Kansas, Kyle Railroad sent snow plow 06, CEFX SD45T-2 9282 and 9245 into action. They were sent to clear the former Chicago, Rock Island & Pacific Railroad line. A third unit was added to the westbound plow train at Goodland before derailling at Kanorado, Kansas. It had just crossed county road SH 02. The cause could be attributed to an ice build up in the grade crossing flanges. The plow, CEFX 9282 and 9245 were derailed.

(Rocky Mountain Railroad Club) (Photo: ©2007 Chip)

"THE SPAREBOARD" NOW FEATURED ON RAIL WEBSITES

Dave Watts

Railway industry professionals and armchair engineers are flocking to two interesting and informative websites.

Railroad historian and author Colin Churcher has developed a most

in-depth website that digs into the colourful 'story behind the story' of railroading in Canada. OCR's "The Spareboard" is now posted on Colin Churcher's web site:

www.railways.incanada.net

Railway photographer Ian McCord is including current and past issues of "The Spareboard" on his website www.mrfreightcar.com. Ian is also a part-time consultant with OCR.

U.S. STUDIES TIRED RAIL WORKERS AND PUBLIC SAFETY

U.S. lawmakers are zeroing in on tired railroad workers. At issue is the degree of public safety is threatened. On February 13th, representatives from the industry, government and union leaders testified before the U.S. House Subcommittee on Railroads, Pipelines and Hazardous Materials.

The National Transportation Safety Board has established crew fatigue as the probably cause of 16 major railroad accidents over the past 23 years.

See Safety on page 4



Returns soon in "The Spareboard"

Inside The Spareboard

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Performance Indicators return next month in "The Spareboard"

Backtrack

By Dave Watts

The Maniwaki Sub and the H.C.&W.

It was the first portion completed and the section that has endured!

Originally known as the Ottawa and Gatineau Railroad, plans were in place in the early 1870s to construct the line north from Hull to Maniwaki, Quebec. Following numerous delays, the first section, from Hull to Wakefield was opened for passenger and freight business in 1892.

The company underwent frequent name changes and was ultimately leased to Canadian Pacific in 1901. By 1904, the railway was completed to Maniwaki. Passenger service continued to 1963 and freight lasted another few years, much of it on an as needed basis.

In the mid 1970s, the National Museum of Science and Technology and the National Capital Commission introduced frequent steam excursions to Wakefield, Quebec. Canadian Pacific 1201 pulled the vintage coaches to the picturesque village before officially retiring to museum confines in 1985.

By the early 1990s, the line north of Wakefield was abandoned, while the line south to Hull acquired a new life. In 1994, local businessman Jean Gauthier launched what would become one of the top tourist attractions in the National Capital area. With track restoration in place, Swedish built steam locomotive 909 and its coaches began winding their way along the Gatineau River. The Hull, Chelsea and Wakefield Steam Train operates from spring through late fall and has carried over a half-million passengers to date.

Additional information can be found at www.steamtrain.ca



A popular component of the H.C.&W steam train is watching the crew turn Swedish built locomotive 909 on the hand-operated turntable (ex Kingston & Pembroke Railway). Within minutes, the locomotive will exit the turntable, link up with the coaches and begin the scenic trip back to Hull, Quebec. The train is one of the most popular tourist attractions in the National Capital Area.

(See "The Spareboard" August 2006 for more on the H.C.&W)

Photo Dave Watts

Work & Home SAFETY TIP

News Item

"..man burns hand after using hand sanitizer"



An employee of a company used an instant hand sanitizer available in the bathroom. He immediately went outside for a cigarette break. It was windy so he held his hand up to block the wind as he was lighting the cigarette his had burst into flames as he had not fully rubbed in the sanitizer.

Recommendation

Employees are advised to make sure to rub in hand sanitizers thoroughly and to allow the sanitizer to dry completely before lighting a cigarette or putting a hand near any flame.

Hand sanitizers often described as killing 99.99% of germs in (X seconds). Can be used anytime, any place without water or towels. May contain moisturizers and/or Vitamin E.

Warnings

**EXTERNAL USE ONLY
KEEP AWAY FROM FIRE OR FLAME**

The MSDS for most hand sanitizers indicates a 62-67% ethanol content.



C. Employees must;

- (i) be vigilant to avoid the risk of injury to themselves or others;
- (ii) expect the movement of a train, engine, car or track unit at any time, on any track, in either direction;
- (iii) not stand in front of an approaching engine or car for the purpose of boarding such equipment;
- (iv) not ride the side or above the roof of a moving engine or car when passing side and/or overhead restrictions;
- (v) not be on the roof of a moving engine or car, or on the lading of a moving open top car; and
- (vi) not be on the end ladder of a car while in motion except for the purpose of operating a hand brake.

SPECIAL INSTRUCTION - RULE C

(1) **Shifted load - When riding a cut of cars containing a car which is known or suspected to have sustained a shifted load, employees must ride at least one car ahead of such car in the direction of movement.**



- 1 tablespoon olive oil
- 1 medium onion, chopped
- 2 medium to large garlic cloves (finely sliced, minced or pressed)
- 2 celery stalks, thinly sliced
- 1 medium potato, peeled and cut into small chunks
- 2 medium to large carrots, peeled and sliced
- 1 cup of green and/or yellow beans
- 3 cups of chicken broth
- 2 cups of crushed tomatoes
- 2 cups of tomato juice
- 1½ teaspoon salt
- ½ teaspoon marjoram
- ½ teaspoon basil
- ¼ teaspoon thyme
- 1 teaspoon parsley

In a large soup pot, heat oil then sauté celery, onion and garlic until soft. Add chicken broth then potato, carrots, beans. Then add crushed tomatoes, tomato juice, stir then sprinkle in salt, marjoram, basil, thyme and parsley. Cover and let simmer for about 30-45 minutes.

Makes 4 to 6 servings.
Expand proportionately for more servings

INCIDENTS & ACCIDENTS

Through January, 2007



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

reassessment of the law that governs on-duty time of rail employees. Hamberger pointed out that the most important time period affecting fatigue on the job is time are the hours before an employee goes on duty, which the railroads do not control. "The importance of education in this area cannot be overstated," he said. "Employee actions while off duty, such as working a second job, can play an enormous role in fatigue."

While the railroads are amenable to considering changes in the Hours of Service Act, Congress should exercise "extreme caution," said Hamberger. "If not carefully thought out, new fatigue-related or statutory mandates may not achieve the goals they are designed to achieve," he said. "A one-size fits all regulatory or legislative approach is unlikely to succeed as well as cooperative efforts tailored to individual railroads. Types of trains, types of rail traffic, geography, and local labor agreements need to be factored in and require a customized solution."

(AAR 070213, PR Newswire, Omaha World-Herald 070214)(RAC)

Safety from Page 1

The collision of a Union Pacific freight train and another train in Texas several years ago was frequently cited during the hearing. The safety board found that the crew's failure to get enough rest, combined with UP's scheduling practices, contributed to the accident, which released a plume of chlorine gas that killed three people.

Among the practices at issue are varied work schedules that can disrupt crews' sleep patterns, and the hours workers spend in "limbo time," when they are no longer operating the train but have not been released from duty. Because rules about rail worker hours

are spelled out in the law, the Federal Railroad Administration has little discretion over the issue.

According to information from the committee, the total number of train accidents has increased from 2,504 in 1994 to 3,325 in 2005. The exact number of accidents caused by fatigue is not known.

Union leaders said the danger would increase unless something is done to address overworked crews. They asked for changes to the rules that would give workers more time off between shifts.

Edward Hamberger, president and ceo of the Association of American Railroads told the subcommittee that the industry is open to a careful

OCR SYSTEM AUDIT

SAFETY AUDIT

Fern Essiembre



Location: OCR

Date: Week of February 12th, 2007

Fern Essiembre of CFQ, Luc Larose, Jerry Kelly and Serge Beauchamp from Ottawa Central Railway conducted this audit.

On Tuesday train 529 and 531 were observed switching at Portage Du Fort. All radio communication procedures and radar speed were done according to rules. Handbrakes and switches were verified at Portage Du Fort yard and all was done according to rules.

Yard at Smurfit Stone was also verified. Handbrakes, switches and valve left open at one end were verified and all was done according to rules. Chlorine cars that were hooked up for unloading had derail in place and chocks applied properly. Car of Sodium Hydroxide was hooked up for unloading on track L-156A but derail was not in place and car was not chocked. Luc Larose immediately contacted the customer for correction.

It was brought to our attention by Smurfit Stone Security that they should be made aware when the crew arrives on site and also when they leave the site. Cellular phone is not available at this location. Instructions will be issued to crews advising to dial in the tower and communicate with Security.

Train 520-521 and engineering employees were observed between Ivaco and Coteau, radio communication, cars left with valve opened at one end and switching procedures were all done according to

Rules.

On Wednesday we proceeded to Pembroke ahead of train 529. Cars left inside the shed at ATC were verified and handbrakes were applied according to rules. Cars outside plant had also the proper number of handbrakes applied and tap opened at one end. At the Pembroke station two engineering employees were observed working. One engineering employee was observed with the blower pack cleaning snow from track. Employee was alone and did not have a Safety watch. The other employee remained in the track unit. Track unit was on rails. Due to noise a Safety Watch employee should be present. Holding an OCS clearance outside 105 territory or having the track unit on rail is not the authority to perform such type of work in 105 territory.

Various permission between crews of train 531, 529 and foremen were monitored during the trip and all was done according to rules. Communication and authorities between RTC Railterm and trains were also done according to rules.

On Thursday train 537 was observed switching in Walkley yard. Radio communication, personal protective equipment and riding cars were all done according to rules. A portion of the yard was verified for handbrakes applied, switches lined and locked in normal position and derails locked in derailing position. All was found to be in order.

Presently when using the tower to call the RTC in Walkley yard it interferes with the switching operation channel and switching has to be stopped until communication is over with the RTC. This causes disruption to the operation for a period of time especially when the RTC places the crew on hold. Therefore instructions will be issued in a specified area at Walkley yard to use channel AAR 17-17 that is channel CN 5. Railterm will be advised and if they do

Railterm will be advised and if they do not have this channel and are unable to get it, they will be required to call crew via cell phone and advised them to go on the RTC channel.

In the afternoon train 539 working in Walkley yard was observed and all rules were applied correctly. Debriefing followed.

Train 440 operating between Ottawa and Coteau had been observed twice last week during a mini-audit done by OCR supervisors and all rules observed were done according to rules. Due to strike by CN train 440 was cancelled Tuesday and Wednesday this week.

On Friday morning three crews at Walkley yard were met and the result of the audit and other issues brought up were discussed with them.

In conclusion radio communication between all crew and engineering employees have greatly improved including the shop personnel. Switching procedures were found to be good. Keep up the good work.

Fern Essiembre

CONGRATULATIONS ON A GREAT EFFORT!

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

From: Marc Laliberte
To: FEssiembre; JAllen; JKelly; S Beauchamp; LLarose
CC: GRichard; SFournier; LCaron
Sent: Mon Feb 19 10:12:24 2007
Subject: RE: Emailing: OCR February audit February 2007.doc

James,

Very good audit !
Keep on the good work,

Marc



Don Steele continues with his series on the railways of CFQ

AN EXCEPTIONAL WORK ETHIC AND SOLID TEAM WORK – HALLMARKS OF NBEC

This article is a continuation of the series on the different railways under the CFQ umbrella and describes the New Brunswick East Coast Railway. One of the major players at CFQ it has a 173 mile subdivision running from Moncton in southern NB to Campbellton in the north. It has three major terminals along the lines at Miramichi, Bathurst and Campbellton and serves major pulp and paper, sawmills and a major mineral mine and lead smelter along the way. The employees at the Miramichi terminal pick up and deliver freight at CN Rail in Moncton and thus have running rights on CN lines, much the same as the OC crews running into Coteau.

I began my career operating on this territory in 1974 and I never tired of the beauty of the terrain. Leaving Campbellton and travelling eastward, the track follows the beautiful Bay of Chaleur into Bathurst. The view of the Gaspé coast’s mountain range on the opposite side of the bay was beyond compare. Further on, the line passes through a remote area of wilderness. There is an abundance of wildlife especially moose drawn to the large bogs along the line. The subdivision then crosses over the world famous Miramichi River or “Mighty Miramichi” as it is known locally. World famous of course for its salmon fishing and apparelled

beauty.

In 2002 I was called upon to work in the capacity of transportation supervisor temporarily for a period of 3 months. On my first day on the job, I met the train crew of train 402 at Bathurst. The locomotive engineer Wayne Court and conductor Gilles Thibodeau were known to me as solid professional railroaders and Wayne especially as being among the top locomotive engineers at CFQ. After a brief chat the crew left Bathurst for Miramichi. Unknown at the point, there was a freight car on their train that had a hot box that would burn off 25 miles later causing a 22 car derailment, Included in this derailment was dangerous goods including sodium chlorate and as well, acid.

My first phone call as a supervisor was the crew calling to inform me they were derailed at Bartibog. Thus begin a situation that would dominate NBEC for a solid month. The main track was blocked in the middle of the subdivision with a derailment involving very dangerous goods. This situation would require a great deal

of cooperation and dedication. Not only would we have to clear the derailment site, we would also have to ensure that the customers were served in a timely fashion. This is where the dedication of the employees of NBEC came into play. I knew that they were a dedicated bunch but I did not know to what degree. During the next month, I found out. I remember the day of the derailment calling the Miramichi terminal and asking for help in the emergency service plan and thanks to employees like Bruce Scott and Paul Loggie and others who on their own organized a meeting and came up with a plan to keep the freight moving.

For the next 2 weeks, we not only kept the service at an incredibly high level, we also serviced the accident scene from both ends. The transportation employees worked to their maximum capacity and not one employee refused to help out. Their railway was in crisis and during a crisis there is only one thing to do, protect your customers!

See Steele Rail on page 7

Promoting our available storage space is part of the latest OCR marketing campaign. The ad at right will be featured in the spring, 2007 “Interchange” from the RAC. Visit the RAC website at www.railcan.ca

Photo © Ian McCord, 2006

Now available...

CAR STORAGE SPACE!

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Ottawa Central Railway **OCR**

MPP RICHARD PATTEN DROPS IN AT OCR!

Ottawa Central Railway welcomed another special guest on February 26th. Ottawa Centre MPP Richard Patten rode in train 529 to Portage du fort.

Mr. Patten was well taken care of by OCR's conductor Jason Laing and engineer Normand Proulx.



MPP Richard Patten is flanked by OCR's Jason Laing (left) and Normand Proulx

Steele Rail from page 6

We cannot forget the unbelievable effort of the track department as well. They had the same attitude. The work ethic displayed by this group was beyond compare. Working hard physical labour practically night and day is not easy, but this group did not rest until the work was done.

For me, it meant 16 hour days as well but at the end of every day I was

astonished by the dedication of everyone involved, including the management staff charged with directing a very difficult situation. It is there that the experience of people like Serge Fournier, Fern Essiembre and Gilles Richard came into play to manage the clean-up.

In closing, I will remember this experience not with memories of long stressful hours but of the dedicated and professional railroaders at NBEC.

Don Steele sends along this photo of the 2002 incident at Bartibog, NB. A hot box caused the 22-car derailment. Dedication and teamwork with NBEC staff kept customer impact to a minimum.



Photo courtesy of Don Steele

HAPPY BIRTHDAY!
Serge Beauchamp
Sean Gill
Roy Murray
Dennis Church

HAPPY ANNIVERSARY!
Sean Gill - 8 Years
Bernie Seguin - 6 Years
Mathieu Houle - 3 Years
Congratulations from all your friends at OCR!

Cleaner rail means longer service life

As reported in the March 5th edition of the RAC's e-publication OnTRAC, rail is the most valuable single asset that railroads have among many expensive capital items.

Naturally, railways want to keep rail in service as long as possible, without taking any safety risks.

Manufacturing improvements at various rail mills are meeting customer demands.

(Railway Track & Structures 0701)(RAC)

Fun With Words (4)

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

1. He broke into song because he couldn't find the key.
2. When a clock is hungry it goes back four seconds.
3. A grenade fell onto a kitchen floor in France – it resulted in Linoleum Blownapart.
4. You're stuck with your debt if you can't budge it.
5. If you jump off a Paris bridge, you are in Seine.



By Jerry Kelly



CFQ General Operating Instruction 8 – 3, 3.1

Responsibility for Safety

- 3.1 Everyone including (Management, employees, Contractors, Visitors, etc.) , Must:**
- a) Report fit for duty, alert and able to perform safely.
 - b) Immediately take appropriate action to prevent an injury or accident when a hazardous or dangerous condition is discovered.
 - c) Follow rules, safe work procedures, standards, etc.
 - d) Inspect personal protective equipment (PPE), tools and equipment before use to ensure that they are in good condition.
 - e) Perform job briefings to ensure understanding of the work to be done, hazard identification, safety procedures, and the communication needed to protect all people working on the job.
 - f) Immediately report any unsafe situation or condition to the appropriate authority.
 - g) Immediately report all accidents, injuries or

damage as well as near misses to the proper authority.

- h) Suggest improvements on how the work is to be done to improve safety.

Every month, an OCR employee selects "The Safety Rule"

The Corner Office
by James Allen

We are well into 2007 and I am optimistic OCR will exceed its targets. The recent CN strike has put a dent in revenues however most of our clients are back to normal.

We had 2 incidents/accidents in January....not a very good start!!! We must all take extra care to operate safely every MINUTE of every HOUR of every DAY.

On the other hand I am very pleased with the results of the recent Safety Audit. We are making improvements so keep up the good work.

OCR recently hosted David McGuinty, MP for Ottawa South and on February 26th Richard Patten, MPP for Ottawa Centre paid us a visit. We gave them a tour of our facilities and they were both interested in what we had to say and recognize the contribution shortlines make to the movement of goods across North America. We will have a visit from Donna Cansfield, Transport Minister for the Province of Ontario on March 15th.

In the meantime make every day a safe day!



OCR is pleased to announce that charitable funds raised from various activities this year will go to the "Christmas Cheer Fund."



"INBOX" Top Pick



Subject: Environmentally preferable computer recycling

The Spareboard

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