



TWO-DAY CHTR TRAINING SESSIONS WRAP UP

Classroom and 'hands on' a great success

Following weeks of preparation, the Canadian Heartland Training Railway stopped in Ottawa August 23 and 24. The busy agenda covered a variety of safety and operational issues, policies and procedures.

"It's all about combining classroom and practical application" says Ottawa Central Railway's James Allen. "It's an excellent program."

The group gathered for their first round of meetings on August 23rd at the VIA Rail Station. By noon, the group had made its way back to OCR offices for the afternoon sessions.

See CHTR page 7



Photo: Ian McCord

Journalist Alex Binkley (L) and CHTR trainer Brent Cheek review track inspection techniques and procedures with attendee, Jasmine Martin from the Canadian Transportation Agency.



Wally Weart sends along this photo of a wayward H3 and a stopped freight on August 12 at the entrance of UP's tunnel 21 near Auburn, California's Nevada Station. With tires flattened, the SUV became wedged in the tunnel entrance. Police suspected the H3 was stolen – who would drive their own Hummer into a tunnel wall?

(Info courtesy Wally Weart)

Background



CHTR – A VITAL SERVICE FOR RAIL TRAINING, SAFETY & OPERATIONS

What is the Canadian Heartland Training Railway (CHTR)?

Federally incorporated, the CHTR supports the practical training needs of the railway industry in Canada and world-wide. Services are provided on a fee basis to its membership and to third parties. The CHTR builds expertise through practical application.

What kinds of training will the CHTR offer?

CHTR's training services include railway operations such as locomotive and crew operations, along with track, freight car and locomotive maintenance.

Training is geared to the needs of participants whether they are new to the industry needing practical pre-

employment experience or seasoned employees requiring updating or re-certification.

See CHTR Background, Page 2

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And, Wally Weart's special feature in *RAILFAN & RAILROAD*

See page 7

backtrack

By Dave Watts

THE GRAND TRUNK UNION STATION - OTTAWA

With the phenomenal growth of rail as the preferred method of moving goods and people in the late 19th century, plans were laid for a massive new hotel and passenger rail station in downtown Ottawa.

Through the Ottawa Terminals Railway Company, formed in 1907, construction planning was underway. A French gothic style hotel would be constructed on the north side of Wellington. Immediately across the street, the equally magnificent Grand Trunk Union Station.

Shortly after construction of the hotel and station was underway by the Grand Trunk Railway, company president Charles Melville Hayes ran into controversy with the City of Ottawa over the Railway's cost-cutting initiatives. The project had been approved based on a \$2.5 million expenditure; Hays proceeded with a scaled down version without an explanation.

Sir Wilfred Laurier and the Liberal government of the day were avid supporters of the project; the hotel was ultimately named in Laurier's honour. Both the hotel and Grand Trunk Union Station were slated to host a grand opening celebration on April 26, 1912.

It never happened.

On his way back to Ottawa from Britain for the Grand Opening, Charles Melville Hays perished in the North Atlantic with the sinking of the White Star Liner, R.M.S. Titanic.

The doors of the hotel and station

were simply opened for business on June 1, 1912.

For the next 54 years, the Union Station served countless thousands. Following French city planner Jacques Greber's master plan to remove rail lines from the downtown core, a new facility was opened in the summer of 1966 on Terminal Avenue in Ottawa's Alta Vista area.

The Union Station now serves as the Government of Canada conference Centre.

"Backtrack is a regular feature in The Spareboard"

HAYS' LEGACY TO LIVE ON IN QUEBEC RAILWAY MUSEUM

Items once owned by Charles Melville Hays have been given to the railway museum in St-Constant, QC by his great-granddaughter.

The donation, made August 2nd, commemorated the 150th anniversary of the U.S.-born railroader's birth.

As noted in "Backtrack", Hays built the Chateau Laurier Hotel and the Grand Trunk Union Station in Ottawa.

He also built the Fort Garry hotel in Winnipeg and was president of the Grand Trunk Railway.

(National Post/RAC)

Canadian government earmarks more than \$11 million for crossing improvements

In late July, the Canadian government announced it will provide more than \$11.4 million to help fund safety improvements at 115 grade

A Big "Thanks" from our corporate cousins!

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

From: Brian Lavigne

To: Luc Larose; James Allen; Jerry Kelly; Roy Murray

CC: Jean-Pierre Ouellet; Marc Laliberte; Gilles Richard

Sent: Tue Aug 08 13:14:04 2006

Subject: Tests 1868.

Hi.

I would like to thank the mechanical and transportation departments at OCRR for their collaboration during the testing of the NBEC 1868 on Aug 7.

(Roy, Jerry, Mathieu, Claude)

The tests performed yesterday would of not been possible without there help.

Thanks again.

Brian Lavigne

Quebec Railway Corporation

System Coordinator

Engineering/Mechanical/Purchasing

Tel.: 514-982-0927

crossings nationwide.

Allocated through Transport Canada's grade crossing improvement program, the funds will offset up to 80 percent of the costs to install flashing lights and gates, link crossing signals to nearby traffic lights, modify operating circuits, or install new circuits or timing devices.

During the past decade, the program has provided more than \$100 million for crossing improvements.

(Daily Rail News)

CHTR Background from Page 1

The training can be tailored specific to the needs of the participant such as Industrial Railway Operations, Shortlines or Class 1 Railways.

Info courtesy www.chtr.ca



(September, 2006)

121. POSITIVE IDENTIFICATION

- (a) The person initiating a radio communication and the responding party must establish positive identification.
- (b) The person initiating the radio communication must end the initial call with the spoken word, "OVER."
- (c) Each party to a radio communication must end their final transmission with the spoken word "OUT."

SPECIAL INSTRUCTION – Rule 121

- 1) When establishing positive identification, the initial broadcast must commence with the Company initial's initiating the call. E.g. CFMG 6900 west, NBEC 6900 west, CBC 6900 west.

Fern's Rule of the Month is a regular feature in "The Spareboard"

OCR'S LUC LAROSE TO REPRESENT CFQ AT RAC SECURITY SESSIONS

The next RAC Security WG security meeting will be held on September 27th and OCR's Luc Larose will represent CFQ.

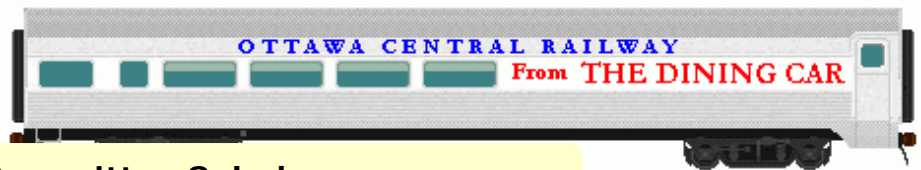
The sessions include a workshop facilitated by Transport Canada and will deal with the principles of "Security Management Systems".

Other government agencies are being invited to provide updates on their security initiatives as well.

The meeting will be held at the VIA headquarters in Montreal.



OCR's Luc Larose represents CFQ at the RAC September Security meetings.



Committee Salad

Dressing:

- 1/2 cup oil
- 3 tbsp red wine vinegar
- 1 tbsp lemon juice
- 2 tsp sugar
- 1/2 tsp salt
- 1/2 tsp dry mustard
- 1 garlic clove, crushed

Combine dressing ingredients in a jar, shake to blend.

Salad:

- 2 tbsp butter
- 1/2 cup sunflower seeds, shelled
- 1/2 cup slivered almonds

Heat butter in frying pan and sauté sunflower seeds and almonds until golden brown

- 1 head leaf lettuce
- 2 green onions, finely chopped
- 1-10 oz can mandarin oranges, drained (2 fresh mandarins are even better)
- 1 ripe avocado, peeled and sliced

Prepare remaining ingredients. Add cooled seeds and almonds

Toss with dressing just before serving.

There are a number of similar versions of this salad around. This one is excellent with any meal. It's particularly nice with BBQ'd chicken or beef.

Ottawa Central Railway 2006 Incidents/Accidents through July



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

(Volume 5)
DID YOU KNOW, THAT...

1. Because metal was scarce, the Oscars given out during World War II were made of wood.
2. A tiny amount of liquor on a scorpion will make it instantly go mad and sting itself to death.
3. Celery has negative calories! It takes more calories to eat a piece of celery than the celery has in it to begin with. It's the same with apples!
4. Guinness Book of Records holds the record for being the book most often stolen from Public Libraries.



Safety Rule!

Bernie Seguin selected the OCR Safety Rule of the Month*



OCR's Bernie Seguin

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

Rule 126

In addition to the restrictions in Rules 14 and 602, radio must not be used to;

- (i) give advance information with respect to the indication of a fixed signal; or
- (ii) give information which may influence a crew to consider that speed restrictions are diminished.

Training safety first!

Ottawa Central Railway
Phone: 613-260-9669

Fast, efficient and cost-effective rail and logistics services

Watch for OCR in the fall edition of the RAC's "Interchange" magazine!

A reminder to visit the RAC's website often for interesting and informative industry news and info.

Visit www.railcan.ca

Performance Indicators



July, 2006

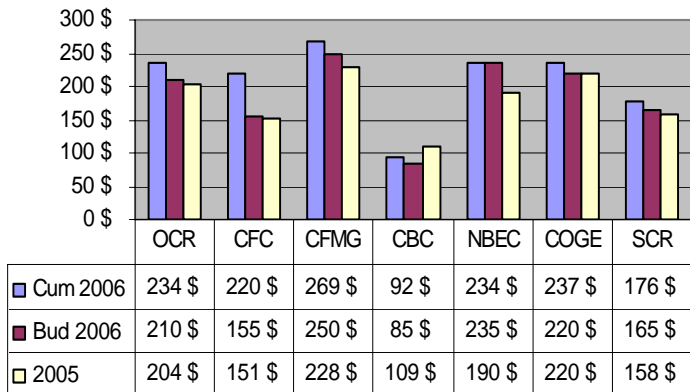
Our Mission:

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

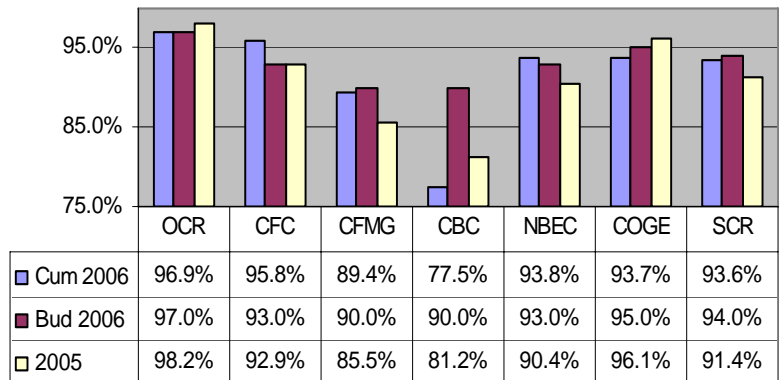
Basis of the Mission:

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

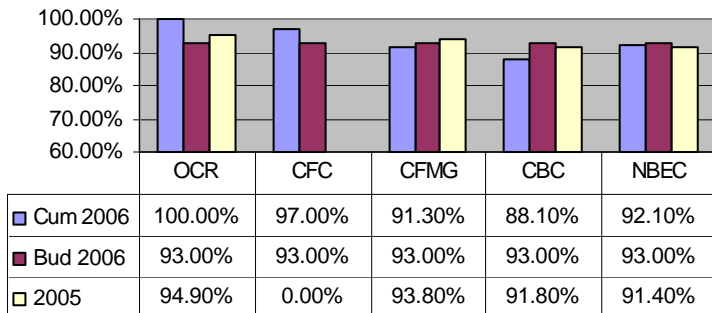
Actual Freight revenues/employee (000 \$)



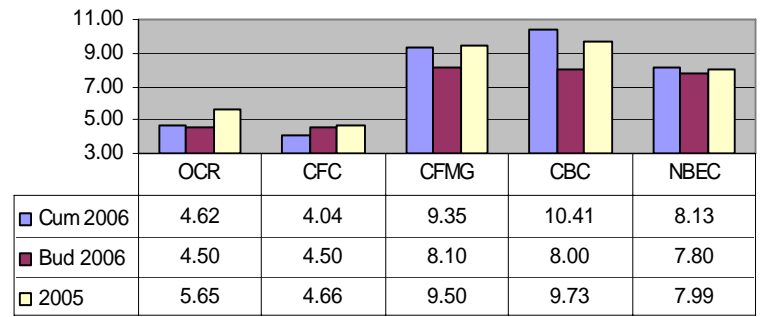
Attendance



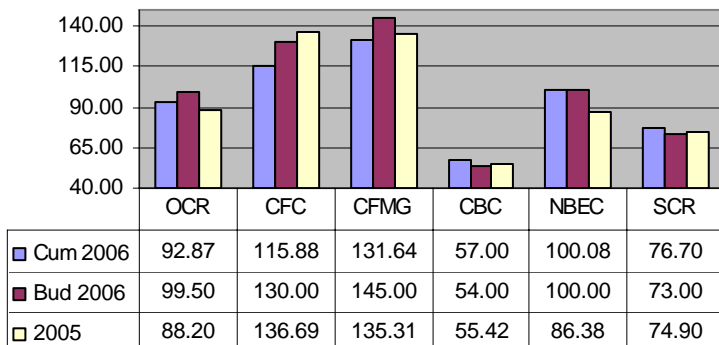
**Weekly Car Placements
(%Placed / Garanteed)**



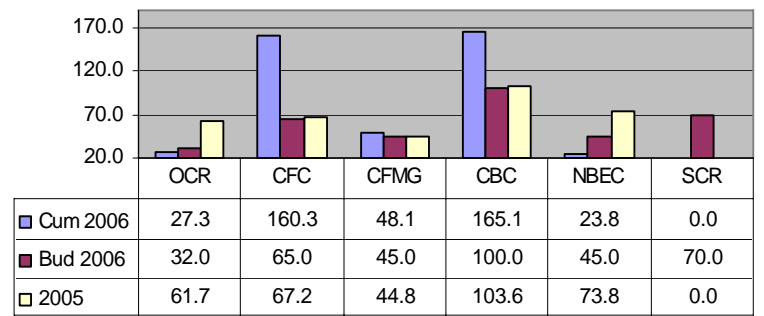
**Car cycle
(Days (empty-load))**



Fuel Consumption (GTM/litre)



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



Back to school...

MAKING THE FIRST DAY EASIER

- Remind your child that she is not the only student who is a bit uneasy about the first day of school.
- Point out the positive aspects of starting school: It will be fun. Seeing old friends and meeting new ones.
- Find another child in the neighborhood with whom your youngster can walk to school or ride with on the bus.
- If you feel it is appropriate, drive or walk your child to school then pick him/her up at the end of the first day.

BACKPACK SAFETY

- Choose a backpack with wide, padded shoulder straps and a padded back.
- Pack light. Organize the backpack to use all of its compartments. Pack heavier items closest to the center of the back. The backpack should never weigh more than 10 to 20 percent of the student's body weight.
- To avoid muscle strain and potential back issues, always use both shoulder straps.

SCHOOL BUS QUICK NOTES

- Wait for the bus to stop before approaching it from the curb.
- Do not move around on the bus.
- Check to see that no other traffic is coming before crossing.
- Make sure to always remain in clear view of the bus driver.

ON THE BIKE

- Always wear a bicycle helmet, no matter how short or long the ride.
- Ride on the right, in the same direction as auto traffic.
- Use appropriate hand signals.
- Respect traffic lights and stop signs.
- Wear bright color clothing to increase visibility.
- Know the "rules of the road."

Information courtesy:
American Academy of Pediatrics (AAP)
www.aap.org

CLEARER COMMUNICATIONS TO CSC

Bernie Seguin gets the job done

Standardizing activity reporting demands a keen eye for detail and top notch attention to detail.

OCR's Bernie Seguin was the perfect candidate to help ensure all reporting and reported information is assembled and disseminated correctly.

He has just completed a three week project at OCR to instruct crews on the proper reporting procedures when sending information to the CSC (Customer Service Centre).

OCR's Jerry Kelly touched on a key requirement, "If each railway reports their information to CSC in the same manner, there will be less margin for error."

Kelly added that the input has been good, "All remarks from the employees at CSC have been very positive so far."

From *Grannie's Medicine Cabinet**

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

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

**(Claim not necessarily medically proven)*



OCR's Bernie Seguin coordinated a three week project to instruct all crews on proper reporting procedures.

HAPPY BIRTHDAY!
(Sept)

Jon McNeil
Jacques Gauthier

HAPPY ANNIVERSARY!
Roy Murray - 5 Years
Josee Ouellette - 2 Years

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

CHTR from page 1

The first day wound up with an OCR hosted meet and greet reception at the Monterey Resort.

The CHTR is an extremely useful forum for practical, pre-employment experience, professionals requiring upgrade, or a learning forum for government.

Ottawa attendees included representatives from Transport Canada, Canadian Transportation Agency, Environment Canada, and Suncor.

The two day CHTR training program was orchestrated by Shawn Smith with assistance from Dave Armitage and Brent Cheek.



Photo: Ian McCord

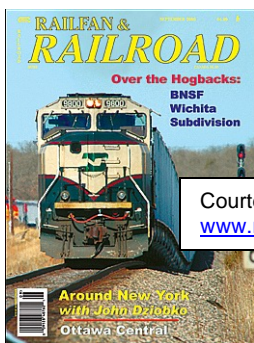
Regular briefings including this one in front of the Domtar Building were an important part of the CHTR Safety Program. The two day operation was sponsored by the RAC and Ottawa Central Railway.

OCR Featured in September "Railfan & Railroad" Magazine

Author/Photographer Wally Weart's article "The Alcos of Ottawa" is featured in the September 'Railfan & Railroad' Magazine.

In addition to an overview of the OCR, Weart takes a look at the rail displays in the Museum of Science and Technology and touches on Ottawa's O-train.

The article is dressed up with a variety of photos from Weart, Ian McCord and others.



Courtesy: www.railfan.com

The September 'Railfan & Railroad' captures Ottawa Central Railway via Wally Weart's feature story, "The Alcos of Ottawa"

Steel Rail By Don Steele



LISTENING AND QUESTIONING

"..try to find a creative and objective solution to the problem.."

During the early 90's I was asked to teach a course at CN Rail entitled Communication Skills for Safety Improvement. This was course given to all local chairmen and supervisors in the Atlantic region. The courses were mixed with both management and union and the goal was trying to be better equipped to talk to crews about safety and rules compliance. The course was full of simulation exercises that dealt with how to be a better listener and how to talk to each other without acting in a threatening way.

During the courses we covered a concept that had been taken from a book entitled "The Violence Free Society, a Gift for our Children" The author of this book maintained that typically when a person feels threatened by someone they also begin to feel fear. When they feel fear, they react in one of two ways.

Either they attack the source of the threat or become apathetic and internalize their feelings of frustration. Both of these behaviors lead to reduced opportunities to fix the problem.

**Threat ---Fear----Attack/Apathy--
= Reduced Opportunity to fix problem**

The way we react is a learned behavior from our parents or caregivers. If we had a father that attacked when threatened, then we learn to do the same. If however he just internalized everything until one day this causes an emotional outburst or even sickness of some type.

This author maintained that there was another way to deal with a person that acts in a threatening way.

See Don Steele on Page 8

From THE CORNER OFFICE

By James Allen

Revenues for the month of July of \$615K were \$131K below Budget. We still do not have an agreement with LP and the Domtar closing of 2 paper machines in Ottawa has contributed to the negative sales variance.

Due to vacations Spareboard is unable to report on Sales opportunities but will do so next month.

Expenses were approximately \$7K higher than Budget. Incidents/Accidents are well below last year however unnecessary costs are still being incurred. This is one area we all can play a part in reducing waste.

I anticipate our Revenues to be lower than Plan for the next few months so each department and every employee needs to keep your "eye on the ball" and continue our focus on operating safely and efficiently.

The summer is fast coming to an end which that means kids are back "hitting the books" and trespassing near schools will no doubt be on the rise. Report any occurrences. We will follow-up with the school principal.

Don Steele from page 7

He stated that when you were faced with a threat and felt fear, instead of attacking or apathetic behavior, we should try to find a creative and objective solution to the problem. That means first of all looking at the situation from the other person's point of view and then trying to find a way to deal with it in a creative way.

One of the union participants taking part in this session was known for being a hard-nose individual who could be verbally aggressive. He took in this information but did not participate actively in the training

Finally, the CHTR/RAC Training Session was a real success. I want to thank all those who participated including Luc, Jerry, Serge, Roy and Bernie. Comments from Transport Canada, Environment Canada and Canadian Transportation Agency individuals were extremely positive and the questions they asked indicated their high level of interest. We will see more of these sessions in the future.

Remember to make every day a safe day.



session.

The next day however, he asked to address the class before we started the second day session. He began by saying that he had spent the evening visiting his sister and had shared with her the concepts of the previous day. Both of them were having difficulty with their families and he informed us that they had grown up in a home where both their father and mother attacked as a way to deal with threats. He stated that they both realized that the behavior they had learned from their parents were causing unhealthy situations in their own family and now that they were aware of why, they both were going to make a concerted effort to deal with things differently.

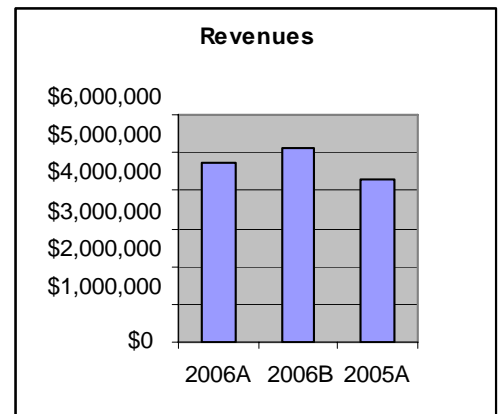
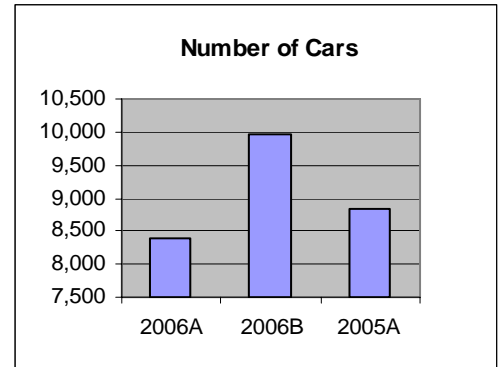
There was total silence in the class for a minute and then the course continued but for the second day this individual participated and we saw another side of him that showed a good sense of humour and even a little warmth.

I believe that the problems between people can be fixed. Whether we have problems with our co-workers or in our family... try to be positive and flexible and you'll see, things can get better!



Performance Indicators

July, 2006



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