



**Organizational Changes**



See Page 6

**Thomas visits Ottawa**



Coverage begins  
On Page 2



**Special  
Thanks!**

Page 8



**Going the Extra  
Mile!**

See Page 3



## CFQ TO BENEFIT FROM INFRASTRUCTURE MONEY

**Biggest portion to CFMG; CFC  
and OCR also get upgrade**

In a June 28 announcement, the Governments of Canada, Quebec and the Chemin de fer de al Matapédia et du Golfe (CFMQ) announced an investment in excess of \$14 million to restore the CFMG between Rivière-du-Loup and Matane, and between Mon-Joli and Matapédia.

Quebec Premier, Jean Charest, the Honourable Lawrence Cannon, Minister of Transport, Infrastructure and Communities, Ms. Nathalie Normandeau, Deputy Prime Minister of Quebec and Minister of Municipal Affairs and Regions, on behalf of Ms. Julie Boulet, Quebec Minister of Transport, and Mr. Marc Laliberté, President, Quebec Railway Corporation, met for the announcement in New Carlisle.

"Infrastructure projects such as this clearly demonstrate Canada's new government's commitment to improving Canadians' quality of life and protecting the environment," stated Minister Cannon. "This project is a perfect example of partnership between the federal and provincial governments and railway companies, to improve the rail network, thus improving citizens' safety and quality of life."

See Upgrade on Page 3



Photo: Dave Watts

When "Thomas and Friends" rolled into Ottawa Central Railway's Walkley Yard on August 17<sup>th</sup>, thousands of families were ready with a welcome fit for royalty! Settling in for a two-weekend visit, Thomas the Tank Engine brought with him the highly interactive *Imagination Station*, and controller *Sir Topham Hatt!*

See Page 2 for more on Thomas, and Page 8, 9 & 10 for pictures!

## CFQ'S MARC LALIBERTÉ NEW RAILWAY CLUB PRESIDENT

Congratulations to Chemin de fer du Québec CEO, Marc Laliberté! As reported in the August, 2007 Canadian Railway Club Newsletter, Marc was recently introduced as the new president of the CRC.

See Marc Laliberté on Page 7

## Organizational Changes

See Page 6

## Inside The Spareboard

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*Backtrack*  
By Dave Watts

The sixth in a series of profiles on classic North American trains

**"The City of Los Angeles"**

Another streamlined train running from Chicago to Los Angeles was the City of Los Angeles. It was operated by both the Union Pacific and Chicago and North Western Railway.

Competing with the AT&SF Super Chief (*See the Spareboard, June 2007*), the City of Los Angeles was the pride of Union Pacific.

Beginning in 1937, the train was powered by one of only two EMD E2 locomotives ever built. The second ABB set powered the sister train, the City of San Francisco.

In the mid 1950s, the City of Los Angeles couldn't resist Hollywood's call! The train was featured in two episodes of the popular TV show, *I Love Lucy*.

In 1955, the Milwaukee Road replaced the Chicago and North Western with service between Chicago and Omaha, Nebraska.

By 1960, and in order to trim expenses, the City of Los Angeles and City of San Francisco combined service and by 1971 Amtrak assumed the train's operation.

*Backtrack appears regularly in The Spareboard*



**Fern's Rule Of The Month returns next month**

**They couldn't get enough of Thomas!**

**"Children relate to Thomas. Thomas is like themselves."**

- Bill Watson, Ottawa Event Manager

By Dave Watts

Initially, they seemed just plain tired and past nap time. But it didn't take long to realize that those children crying hot, bitter tears while exiting the "2007 All Aboard Tour" were in fact furious at their adult companions for dragging them away from this consummate fantasyland that had somehow, magically come to life.

Thomas the Tank Engine and his friends had arrived in Ottawa for the first time.

Thomas blossomed to life in real time for virtually every child scampering through the gates. Just inside, amid the inbound traffic jam of little feet, the clatter of red wagons, strollers and even carriages, young eyes caught a giant size poster of an animated steam engine positioned on nearby fencing. Without fail, little fingers pointed. They knew it was "Murdoch" (the engine)!

So, what is the mystique of Thomas?

"(Children) put themselves into Thomas. They really feel like he's their friend, their brother, their sibling - and it's happened all over the world," says Bill Watson, Thomas' Ottawa Event Manager. "Thomas is just as popular in Japan as it is in England; as it is in North America."

*Thomas & Friends* was created by a British father for his son. When a young boy himself, the father, Reverend W. Awdry was inspired by real-life steam engines and years later used his rich imagination to give each of the engines names and personalities. It was a wonderful gift for his son Christopher then, and to the world, some 60 years later!

Making its debut on British television in 1984, the show reached North America in 1989. Every program contains an educational component. "Many children have learned to count, read and do a number of other things," says Mr. Watson.

"Children relate to Thomas. Thomas is like themselves. He gets into little problems, Sir Topham Hatt (*the controller of the railway*) is a parent figure for children, and they just relate so well to him." In addition to Sir Topham Hatt, Thomas has many friends on the Island of Sodor to accompany him in his adventures. There's cheerful green *Percy*; the 'self-proclaimed 'really splendid' red engine *James*; proud and boastful *Gordon* and many more.

Thomas's relationship with the other engines helps children learn how to interact with each other.



Bill Watson

"He has a bit of a tough time with with some of the engines, brother engines shall we say, and you know what happens with brothers sometimes!"

**See Thomas, Page 8**

Visit  
**COLIN CHURCHER'S RAILWAY PAGES**  
*www.railways.incanada.net*

**Upgrades from page 1**

"This investment will support economic development in Quebec and its regions in order to promote interregional, interprovincial, and international trade and commerce," said the Honourable Jean-Pierre Blackburn, Minister of Labour and Minister of the Economic Development Agency of Canada for the Regions of Quebec.

"The restoration of shortline railway infrastructures in Quebec was one of the priorities underlined in the Canada-Quebec agreement on cost-shared investments for infrastructure improvements," said the Premier of Quebec, Mr. Jean Charest. "In accordance with this agreement, the Government of Québec will invest \$3.9 million to support the CFMG restoration project. This investment will strengthen the region's dynamic economy in a context of sustainable development."

CFMG's objective is to bring the track's bearing capacity up to North American standards. Shippers, as well as CN, would like CFMG to improve its infrastructure so that higher capacity railway cars can travel more efficiently. This work will be carried out over 347 kilometres of track.

"In addition to improving safety and client service, our investment of \$4.8 million will enable CFMG to continue to be one of the key links in the national transportation network. This work will ensure the sustainability of this important transportation infrastructure," said Mr. Laliberté.

The CFMG, which is owned by the Quebec Railway Corporation, enables businesses on the Gaspé Peninsula and in Eastern Quebec to

**CFQ benefits, see page 4**

**OCR Staff go extra mile for client**

Hats off to a number of OCR staff for some excellent client service follow-up.

The situation started on Tuesday, August 21 when a shipment of billets destined for Ivaco was late arriving at Southwark.

A subsequent connection would have brought the billets to Coteau for pick-up by OCR. As time was crucial, waiting OCR train 520 departed for Ivaco without the billets and seven empty cars.

Almost immediately, OCR's Mike Downey met with Ivaco and was informed the seventeen billet cars were required immediately for production.

After frantic phone calls, **Pat Robinson** and **Bill Campbell** answered the call and ran an extra train to Coteau to pick up the late arriving billet cars.

The shipment arrived at Ivaco before midnight. Thanks to all those involved for professionalism and dedication demonstrated with this extra effort.



**Pat Robinson**



**Bill Campbell**



**OTTAWA CENTRAL RAILWAY**  
From THE DINING CAR

**Quick & Easy**  
**"SAVORY BEEF"**

- 2 lb beef fillet
- 2 tbsp vegetable oil
- ½ lb sliced fresh mushrooms
- 2 small onions, sliced
- 2 tsp paprika
- ½ cup dry red wine
- ½ cup beef broth
- ½ sp summer savory
- ½ tsp salt
- ¼ tsp pepper
- 1 tbsp chopped parsley

Slice the beef into thin strips. Heat oil and sauté beef in a large skillet over high heat. Add the sliced mushrooms and onions and cook until the onions have softened.

Stir in the paprika, wine, broth, savory, salt and pepper. Heat the pan to simmer then remove meat and raise heat to reduce the sauce a touch. Pour remainder of sauce over the beef and garnish with parsley. Serves 4 to 6.

# INCIDENTS & ACCIDENTS

Through July, 2007



July 2007    FIN 2006    FIN 2005    FIN 2004    FIN 2003    FIN 2002    FIN 2001

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

### CFQ Benefits, from page 3

access North American and overseas markets at a competitive cost.

It links various parts of eastern Quebec and the north shore of the St. Lawrence River with the south shore via the COGEMA rail ferry, and links eastern Quebec with New Brunswick, where the line connects to the New Brunswick East Coast Railway Company Inc.

In addition to the CFMQ load bearing upgrade, Chemin de fer du Charlevoix (CFC) and Ottawa Central Railway (OCR) will also benefit. The total work value for CFC comes to just over \$10 million and OCR will receive a \$2.3 million upgrade.

The Government of Canada will contribute over \$5.8 million to this project under the Canada Strategic Infrastructure Fund. This fund supports projects of major national and regional significance in areas that are vital to sustaining economic growth and supporting an enhanced quality of life for Canadians.

CNW June 28

### CFQ Upgrades



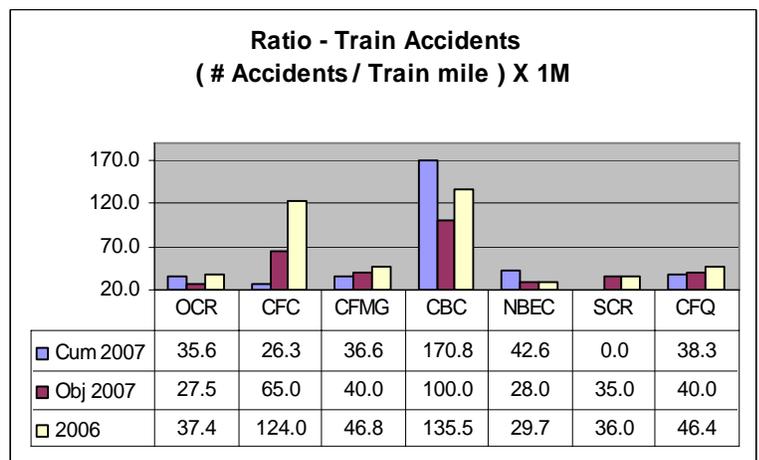
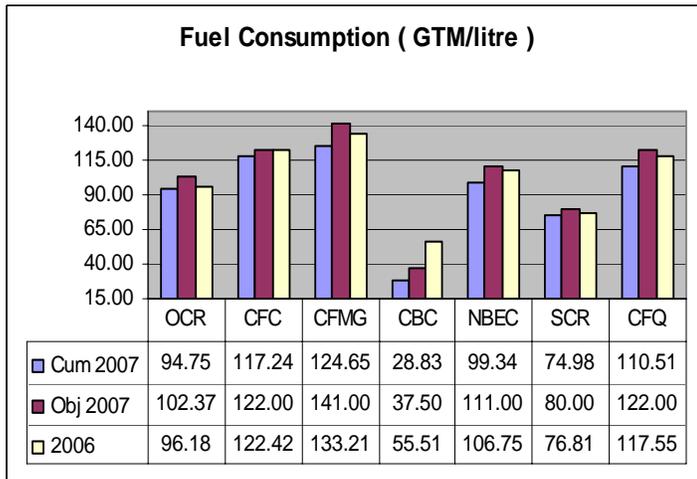
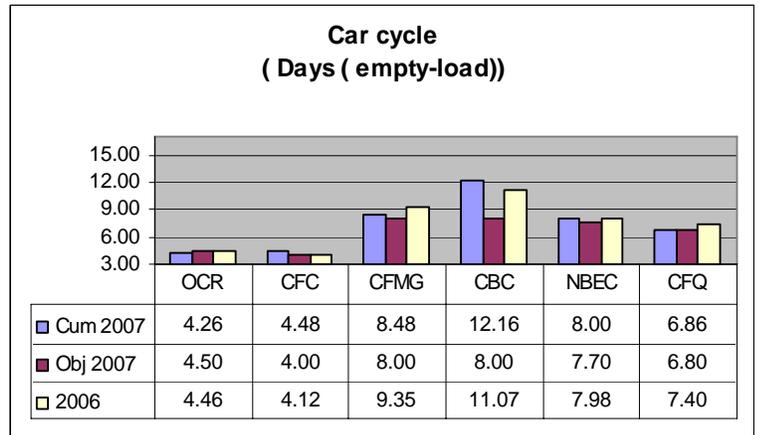
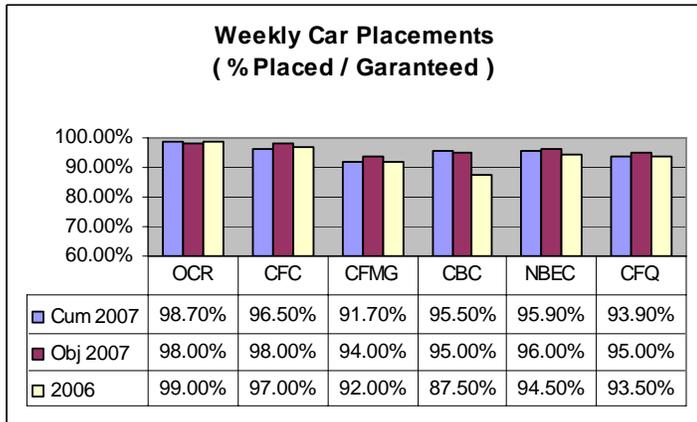
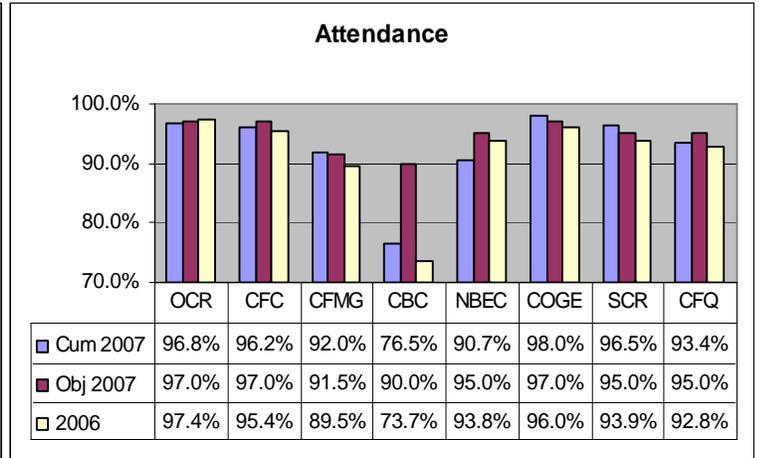
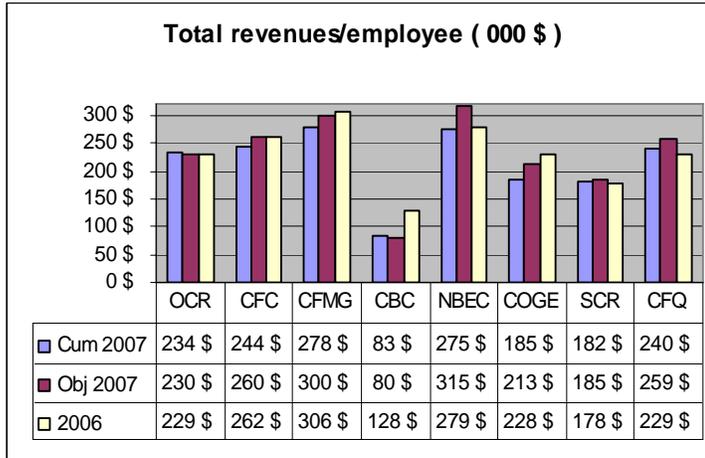
**(CFMG)**  
Upgrade Load capacity  
Total value: \$14.6 Million



**(CFC)**  
Upgrade Load capacity  
New rock fill – tide protection  
Total value: \$10.6 Million



**(OCR)**  
Upgrade Load capacity  
Total value: \$2.3 Million



Organizational Changes



MEMO

**Date:** Vendredi, 24 août 2007  
 Friday, August 24, 2007  
**À/To:** Tout le personnel de CFQ  
 All QRC personnel  
**De/From:** Marc Laliberté  
**Objet/Subject:** Changements organisationnels  
 Organizational changes

Afin d'améliorer l'efficacité organisationnelle de CFQ, j'ai décidé de procéder à quelques changements de responsabilité qui entrent en vigueur le 4 septembre prochain.

Gilles Richard sera responsable des divisions CFMG, NBEC et SFE. Gilles sera appuyé par Claude Perras, Exploitation (transport & matériel roulant), Guy Lepage, Ingénierie et Christian Derome, Centre de service – clients.

Je profite de l'occasion pour remercier Denis Cliche pour son excellent travail à CFMG depuis octobre 2005.

John Baldwin, directeur général de Sydney Coal Railway, relèvera directement de moi.

Réal Chapados est nommé directeur général et sera responsable de la gestion du contrat d'exploitation de la ligne CBC. Il relèvera de moi.

Finalemt, les services de ventes & marketing et finances & administration relèveront de Lucie Rioux et de Lorraine Maheu respectivement. Les quatre directeurs ventes et marketing se rapporteront ainsi directement à Lucie et les quatre contrôleurs de divisions à Lorraine.

Je vous invite à vous joindre à moi pour souhaiter tout le succès possible à ces gens dans leurs nouvelles responsabilités et je compte sur vous pour leur assurer tout votre appui. Le président et chef de la direction,

In order to improve the organizational effectiveness of the QRC, I have decided to proceed to several changes in responsibilities which take effect on September 4, 2007.

Gilles Richard will be responsible for CFMG, NBEC and ERS divisions. Gilles will be assisted by Claude Perras, Operations (Transportation & Equipment), Guy Lepage, Engineering and Christian Derome, Customer Service Center.

I would like to take the opportunity to thank Denis Cliche for his excellent work since October 2005 at CFMG.

John Baldwin, General Manager of Sydney Coal Railway, will report directly to me.

Réal Chapados is appointed General Manager and will be responsible for managing the CBC rail line operating contract. He will report to me.

Finally, the functions on Sales & Marketing and Finances & Administration will report to Lucie Rioux and Lorraine Maheu respectively. The four Sales and Marketing managers will report directly to Lucie, and the four divisional Controllers to Lorraine.

I would invite you to join me in wishing all the best to these people in their new responsibilities and I am counting on you to provide them with all of your support.

President and CEO,



MEMO

**To:** All Employees  
**Date:** August 27<sup>th</sup> 2007  
**Re:** Organizational Changes

I wish to advise the following organizational changes effective September 4<sup>th</sup> 2007.

The position of Assistant Transportation Supervisor has been abolished. **Jerry Kelly** will take on the responsibilities of Shop Supervisor reporting directly to me.

**Roy Murray** will become Shop Lead Hand/Locomotive Electrician reporting to Jerry.

The position of Assistant Track Supervisor has also been abolished. **Wayne Brohart** will become Track Foreman.

I want to thank Jerry, Roy and Wayne for all of their efforts, support and contributions in their former positions. Congratulations on jobs well done!

Please join me in wishing all the very best to Jerry, Roy and Wayne in their new positions and I know you will provide them with your continued support.

Sincerely,

James D. Allen  
 General Manager

**Congratulations Marc from Page 1**

As president, Marc brings tremendous experience to his new position.



Marc Laliberté

Marc was Born in Quebec City and is a Physics Engineering graduate from the University of Laval. Initially, he put his engineering skills to work at Gulf Canada then to Hydro Quebec. Marc then joined CN where he stayed for 19 years, most recently as District Manager Champlain District. In 1999, he moved to Vapor Rail in Montreal as president before heading over to CFQ in 2003.

Commenting on his role this year as President of the Club, Marc said, "We need to keep an eye on our membership numbers. While they're not declining, we need to keep working on them to maintain and grow our membership base."

Marc also noted that this was a very special year for the Club which would celebrate its 100th annual dinner in February, 2008. He said that the executive were hoping to mark this historic occasion by inviting a special guest as speaker and by presenting a memorable show. "It would be a fitting conclusion for the Club's 100th successive annual dinner and the beginning of the next 100," he added!



For more info on the Canadian Railway Club, visit [www.c-r-c.ca](http://www.c-r-c.ca)

**Steele Rail**

Don Steele



**"Hello from Prince Rupert B.C."**

One thing for sure when you have an occupation as a railway rules and training instructor is that you get to see a lot of our wonderful country.

Although I have worked in every province, northern B.C. is the exception and I took the opportunity to spend 2 weeks here training longshoremens to become locomotive operators and switchmen for the new container port being built and coming on-line this fall.

This port will be serviced by CN and will be a major gateway to Asia. I have included a photo of the cranes arriving earlier this week.

Prince Rupert is 1500 kilometres north of Vancouver and less than 50 from Alaska and yet there is no snow for most of the winter. The climate is warm and so are the people that live here. Everywhere you go, the local residents are friendly and hospitable and the warmth reminds me of the people of Newfoundland and Cape Breton.

The natural surroundings are amazingly beautiful. The accompanying photo was taken from my hotel window Saturday evening.

We have 2 classes of 6 employees following the training which will last approximately 6 weeks. They have very little to no experience but make up for it in enthusiasm. We spent 5 days in classroom training and next week we will spend the week performing on-job training.

Until next time, take care and remember to work safely and take care of each other.

Don



Cranes arriving in Prince Rupert



Don sends this photo snapped from his hotel room.

Photos: Don Steele

*Fun with Words (9)*

**FOR THOSE WHO TAKE LIFE TOO SERIOUSLY!**

1. The early bird may get the worm, but the second mouse gets the cheese in the trap.
2. Support bacteria. They're the only culture some people have.
3. A clear conscience is usually the sign of a bad memory.
4. Change is inevitable, except from vending machines.
5. If you think nobody cares, try missing a couple of payments.

**Thomas from Page 2**

Other engines he looks up to, other engines give him little problems but he seems to work through them all – exactly what happens with humans.”

Since 1996, Thomas has appeared in dozens of cities across the U.S. and Canada. A popular Canadian stop is in St. Thomas, Ontario. The Ottawa visit was somewhat unique. In many cities Thomas visits, he’s welcomed in a rail museum setting. His first visit to Ottawa brought him to Ottawa Central Railway’s Walkley Yard.

Thomas seemed quite at home at a ‘live and breathing’ railway facility. “We had to work with that and it worked really well,” says Mr. Watson.

**Thomas in Ottawa, Page 9**

**Special thanks & bouquets to OCR’s George Brohart!**

*The following message from Normand Proulx was received August 20, 2007*



George Brohart

To: Monsieur James Allen

Sometimes we are observed .....and appreciated.

Allow me to share with you the following. Recently, when coming on duty, I reported to Assistant Track Supervisor, Wayne Brohart that there was a bad spot on the track at mile 76.50 on the Beachburg sub where we experienced hard pounding when the train was going over. Assistant Track Supervisor Wayne Brohart told me that he couldn’t have a look at it on that day and that he had assigned his crew to other tasks. He instructed me to proceed with caution until someone could see what needed to be done.

I approached the site with caution only to see that “LO AND BEHOLD” Foreman George Brohart had lifted the track with jacks, shoveled ballast

underneath and tamped it. We passed over the site and everything felt normal.

This illustrates once more the quick reaction and intervention mode that our MOW group is capable of.

This reminded me of another incident when on Victoria Day we derailed a locomotive on the interchange track at Pembroke. When the MOW crew arrived they assessed the situation and without hesitation George crawled in the very tight space between the fuel tank and the traction motor to put tie plates along the rail to guide the wheels back on to the



Normand Proulx

rail. He came out smeared like a grease monkey, but he got the job done.

He then put on a masterful display of lumberjack ability to cut down a tree to use as a block to pull the rail back to standard gauge. I want to underline the very good cooperation we get from MOW. George is my “employee of the month”.

Sometimes “Size Matters”.

Thanks, Normand Proulx



**Full Steam Ahead!: a Thomas & Friends™ Timeline**

- 1916** In the English countryside, a young boy listens to the puffing of nearby steam engines and he doesn’t doubt these engines have their own unique personalities
- 1943** Now a father himself, the storyteller is inspired to “engineer” tales about these steam engines to entertain his own young son
- 1945** The train leaves the station as the first of the classic *Thomas & Friends* stories is published
- 1982** While filming a documentary on a preserved railway, Britt Allcroft rediscovers the takes of *Thomas & Friends* and is inspired to bring the stories to television
- 1984** The new animated production *Thomas & Friends* makes its UK TV debut
- 1985** Former Beatle Ringo Starr joins the *Thomas & Friends* TV series as a storyteller; the first of several famous storytellers to come!
- 1989** *Thomas & Friends* debuts in North America on PBS
- 1996** *Day Out With Thomas™* family events held at regional heritage railroads across the country
- 2000** *Thomas and the Magic Railroad*, the property’s first feature film release hits movie theatres world-wide
- 2005** *Thomas & Friends* celebrate 60<sup>th</sup> anniversary with “the Celebration Tour”
- 2007** *Thomas & Friends* make their first visit to Ottawa, Canada

Brian Reinert/Lauren McCabe, Bender/Helper Impact ([www.bhimpact.com](http://www.bhimpact.com))

**Make Every Day A Safe Day!**

**Thomas In Ottawa, from page 8**

Ottawa Central Railway general manager James Allen agreed. "It was great to have Thomas with us during his stay; I think our staff enjoyed Thomas' visit too; something a little different."

Walkley Yard was transformed into a surreal playground with jump-on inflatables, entertainment stage, *Imagination Station*, gift shop and more.

The highlight for kids of all ages was Thomas the Tank Engine leading a consist of six passenger coaches for hourly 25 minute rides.

**See thousands visit, page 12**



**Thomas In Ottawa  
Picture Pages**

Photos by Dave Watts for "The Spareboard"



...and the gates are open! "... now, Where's Thomas?"



A-Channel's **Jeff Hopper** (centre) with event manager, **Bill Watson**.



Giving a hug to "Sir Topham Hatt"



The young lad (left) was one of the first to get his picture taken with Thomas. The gates had just opened, and to get that perfect shot...

"... it doesn't get much better than this!"



Busy grounds with entertainment stages, giant inflatables, a Hay Bale Maze and lots more kept the thousands of visitors more than busy!

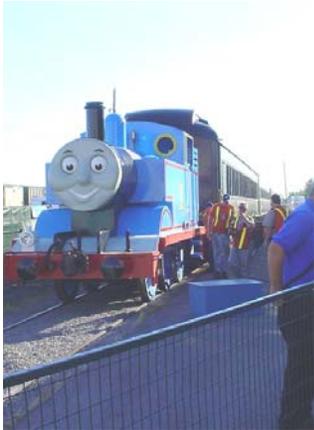


**ALL ABOARD! DAY OUT WITH THOMAS**  
**...more pictures**  
 Photos by Dave Watts for "The Spareboard"



One of the hottest draws is **Imagination Station** with interconnected railways, video, story telling and more. Youngsters were spellbound for hours!

Books, games, balloons, anything and everything for Thomas fans of all ages! The **Thomas Gift Shop** was an instant hit!



CTV Ottawa dropped by Saturday and Sunday Aug 18 and 19 to get caught up on the latest with Thomas event manager, **Bill Watson**.

**Australia plagued by irresponsible drivers at crossings**

*“(TV Show) ‘SUNDAY’ has been riding locomotives with the train drivers and seeing from the train driver’s view to see just what’s happening on our tracks”*

- Brooke Williamson, ninemsn Australia

The airing of an Australian report on rail safety has prompted Operation Lifesaver’s Dan Di Tota to issue a reminder that rail safety is a shared responsibility.

The August 19<sup>th</sup> documentary brought to light the deplorable state of safety at the country’s railway crossings.

The Ninemsn program “SUNDAY” looked into the critical concern of vehicles disregarding flashing red crossing warnings and drivers navigating around lowered gates in advance of the approaching train!

“And it's horrifying,” says Brooke Williamson, Communications Manager, News and Current Affairs in a Press Release. “At a crossing near one of Australia's biggest oil refineries, massive fully-laden lorries speed through ringing bells and flashing red lights in front of an on-coming, and clearly visible, locomotive loaded with dozens of 41,500 litre bulk fuel tanks.”

Although there is an urgent need to alert drivers to the threats at level crossings, the Program suggests, “there is a much broader problem with our road and rail infrastructure.” Collisions between trains and heavy trucks has spiraled and rail and trucking industry spokespeople say the problem is getting worse.

**See Rail Safety on page 12**



# Thomas In Ottawa Picture Pages

Photos by Ray Farand

Photographs on this page are courtesy of railway photographer, Ray Farand



The moment they've been waiting for! Thomas and his six coaches head east of Walkley Yard as another fun-filled 25 minute run is underway.



With every crossing at Conroy Road, passengers and waiting motorists would share a wave and a smile! *Thomas had arrived!*



**Happy Birthday**  
Pat Beauchamp

**Happy Anniversary**  
Roy Murray (1 Yrs)

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

**Thousands visit Thomas & Friends from Page 9**

The Railway Association of Canada's Operation Livesaver Emergency Vehicle (OLEV) was on hand and the RAC's Dan Di Tota could barely keep up with the demand for information.

Mr. Watson reports that approximately 16,000 visitors in total came through the gate. And will Thomas return to Ottawa? "It's up to the people that put the event together, the Ottawa Central Railway and other partners that have worked with them. I think everybody hopes they'll come back."

Meanwhile, the children continued to scream on departure throughout Thomas's visit.

Upon leaving the event and the end of the first day, one tired looking mom with her young, tear-filled son in tow glanced over to the Will Call tent and muttered "...it's like a Trekkie Convention for 2 to 5 year olds!"

An exceptional resource



www.railcan.ca

**Rail safety in Australia From Page 10**

The concerns about rail safety in Australia should serve as critical reminders everywhere. Mr. Di Tota says, "the issues are very applicable to the U.S." As at Tuesday, August 21, 2007, the full 20 minute video report, "Death by Level Crossing" could be viewed at

[www.ninemsn.com.au/sunday](http://www.ninemsn.com.au/sunday)



Dan Di Tota  
Operation Livesaver

**ETHANOL PLANT REFLECTS IMPORTANCE OF SHORT LINES**

With the official groundbreaking ceremony August 17<sup>th</sup> of the Integrated Grain Processors Cooperative ethanol plant in Aylmer, ON, the Trillium Railway has taken another step towards playing an even bigger role in the regional and provincial economy.

Once completed in the second half of 2008, the 150 million litre ethanol plant will be able to receive corn by Trillium, and send ethanol and co-products to markets abroad.

The entire project will involve more than 5,000 feet of new rail siding, and will connect to the continental network through Trillium. Wayne Ettinger, president and ceo of Trillium, has said this access to the railway was one of the key components in the selection for the Aylmer site.

See Short Lines, Page 13



By Shawn Kelly

Shawn selected: CN GOI Sec 5

**Inspection of STANDING equipment**

Crew members must know that cars and engines in, or added to their train have been inspected and are in good order for movement.

As a minimum when received in interchange, or when lifting after having been spotted for loading or unloading, equipment must be inspected for the following hazardous conditions:

- brake cut out tag affixed to cut out cock,
- car body leaning or listing to the side,
- car body sagging downward,
- car body positioned improperly on truck,
- object dragging below car body,
- object extending from the side of the car body,
- door insecurely attached,
- open plug door,
- broken or missing safety appliance,
- lading leaking from a placarded dangerous goods car,
- insecure coupling,
- overheated wheel, journal or roller bearing,
- broken or extensively cracked wheel,
- brake that fails to release.

When a hazardous condition is found that may affect the safe operation of the train or the safety of employees, the person in charge of the train shall take the appropriate action to minimize or eliminate any potential danger by:

- i) Correcting the condition,
- ii) Reducing the speed of the train,
- iii) Removing the defective car from the train, or;
- iv) Taking such other action as is necessary to ensure the continued safe operation of the train and the safety of employees.

Every month, an OCR employee selects a Safety Rule for The Spareboard.

**Importance of Short Lines  
From Page 12**

In fact, it is also one of the most important elements for the operation of an ethanol plant. The chairman of the Integrated Grain Processors Cooperative, Tom Cox, has spoken highly of Trillium and rail's overall importance to the project and industry.

But this praise goes beyond just the local and burgeoning ethanol industry. Economic development officers in Port Colborne and Tillsonburg have stated that the presence of rail is essential for economic growth in the community, and each municipality has mentioned the presence of rail in their local economic development strategy.

In fact, since Trillium began its operations in 1997, it has established 20 customers on its two lines, and the railway moves a number of commodities including grain, corn syrup and by-products, fertilizer, agricultural chemicals and pipe. Railways move more than 40% of Ontario's goods each and every year, directly employing more than 10,000 people and supporting tens of thousands of jobs indirectly. Eighty per cent of Canada-US domestic and international rail traffic passes through Ontario's borders.

Short line and regional railways originate more than 140,000 carloads of freight traffic each and every year, or the equivalent of 500,000 truckloads moving on area highways.

These are raw materials and goods manufactured in Ontario, which are then moved to markets in the US, Asia and Europe by local rail companies.

Beyond the benefits rail provides to the Ontario economy, Ontario's railways are essential to building a green and sustainable future. Rail can relieve traffic congestion on area



Photos courtesy Wally Weart  
Railway correspondent and photographer Wally Weart sends along photos of what happens when a locomotive launches its power assembly. The whole assembly (right) came out of the locomotive. The piston went through the roof of a house (above left and inset) and through a wall!

roads and highways, as the addition of just one train removes the equivalent of up to 280 trucks or 1,000 cars.

In addition, a train that moves 1,000 kilometres will save 4,000 tonnes of greenhouse gas emissions compared to moving those goods by truck. In fact, trains carry 65% of Canada's surface freight, 63 million passengers and account for only 3% of the transportation sector's greenhouse gas emissions.

"Ontario, as home to 13 short line and regional railways connecting

Ontario's small and medium-sized communities to major markets throughout North America and around the world, can ensure green economic growth through supporting these railways," said Cliff Mackay, president and ceo of the Railway Association of Canada. "They have a strong and vibrant role to play in the future of Ontario's economy and in ensuring sustainable, green growth."

(Canada NewsWire 070817, Welland Tribune 070818, Toronto Star 070820)(RAC)

**Railway Safety Act review consultations wrap up**

The Railway Safety Act review advisory panel concluded its public consultations August 21. However, interested organizations and individuals have until the end of August, 2007, to make a final written submission for the panel's consideration.

The advisory panel, comprising Doug Lewis (chair), Pierre-André

Côté, Martin Lacombe and Gary Moser, will now begin preparing its report for the Minister of Transport, Infrastructure and possible amendments to the Railway Safety Act. The report is to be submitted to the Minister later this fall.

(RAC)

**Thanks to all OCR staff for your assistance during the visit by "Thomas & Friends"!**

**OTTAWA CENTRAL RAILWAY**  
*Welcomes participants to*

**RAILWAY OPERATIONS LIVE**  
*August 29 and 30*





challenges ahead.

Finally the "Day Out With Thomas Event" was a great success with over 16,000 visitors from all over North America and Europe enjoying the activities in Walkley Yard. I want to thank those OCR employees who were involved in the 6 day event. I received lots of compliments about your professionalism, knowledgeability and friendliness. Well done TEAM OCR.

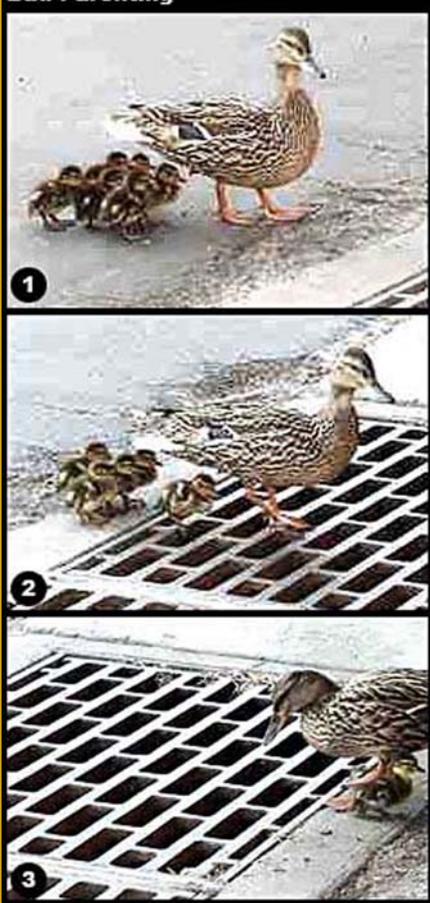
Make every day  
 a safe day.



**Make Every Day  
 A Safe Day**

**"IN BOX" Top Pick**

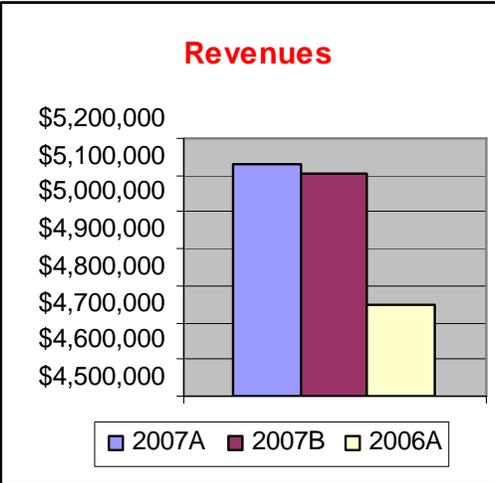
**Bad Parenting**



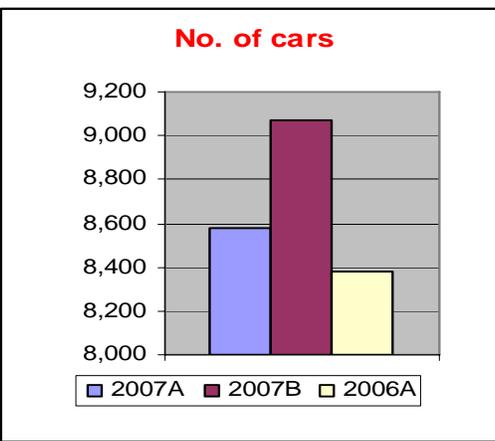
**The Corner Office**  
*by James Allen*

**Performance Indicators**  
 July, 2007 

Revenues for the month of \$721K were 5% greater than Budget driven by strong car storage activities. The level of expenses were kept in check coming in \$71K under Budget resulting in an Operating Income \$106K better than Plan and an Operating Ratio of 60.6%. Congratulations to everyone for their efforts.



I want to thank Normand Proulx for his "bouquet". We take many things for granted in our busy everyday lives and it is nice when someone stops and points out the achievements of others.



I am glad to see we are all keeping a lid on Accidents/Incidents and challenge you to operate incident free for the balance of the year. It can be done as our good friends at Sydney Coal Rail have shown.

The recently announced organizational changes, CFQ and OCR, will "tweak" the operations making us stronger to meet the

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 Ottawa Central Railway,  
 3141 Albion Road South, Ottawa, ON  
 K1V 8Y3  
 Phone: 613-260-9669,  
 Fax: 613-260-9494

James Allen, General Manager  
 613-298-9391  
 Email: [james.allen@cfqc.com](mailto:james.allen@cfqc.com)

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