



Not acceptable

TANK CAR WITH HOLES CAUSED BY SPILL CORROSION FOUND AT WALKLEY YARD

During a recent audit by Transport Canada, tank car GATX 35751 was discovered in storage on track WE05 at Walkley Yard with holes through the outer shell as seen in the accompanying pictures.

These holes were caused due to corrosion created from product spills on the car's outer jacket. It is imperative that operating employees pay particular attention

to the condition of the car body jackets on tank cars while performing the necessary regular inspection.

It is not expected that employees climb on these cars to inspect the top of the cars but to inspect the condition from the ground level. This car should not have been accepted at the interchange point.



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SAFETY vs WHISTLE DEBATE GETS LOUDER IN BROCKVILLE

As whistle activation returned along the CN right-of-way through Brockville, the debate concerning safety versus noise has escalated. Following a City of Brockville study with CN, passing train whistles have been silent at certain crossings through the city since 1999. That changed this summer.

Whistle deployment resumed in early July following jury recommendations stemming from the inquest into the death of 12 year-old Sabrina Latimer at a Brockville level crossing earlier this year.

As previously reported in "The Spareboard", those recommendations include, among others, that pedestrian gates and arms with fencing be installed at each multiple track crossing in the City of Brockville and signals be installed to alert people to second on-coming trains at multiple track crossings.

See OCR SAFETY Page 5

Ottawa Central Railway salutes

IVACO ROLLING MILLS *

See "World-class steel manufacturer" on Page 2

* Limited Partnership of which Ivaco Rolling Mills Inc. is the general partner, and Ivaco Inc. a limited partner

The Spareboard

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OCR Safety Rule!

Ben Beauchamp selected CROR Rule 121 POSITIVE IDENTIFICATION (a), (b) & (c)*

(a) The person initiating a radio communication and the responding party must establish positive identification.

The initial call must commence with the company initials of the person being called. e.g. "CP Foreman Jones, RTC Toronto, over" or "CN RTC Edmonton, this is 5263 West, over" In addition, when a non CN person is calling on the CN channels, they must use their company's initials to identify themselves within the initial transmission. e.g. "CN RTC Montreal, this is VIA 56, over".

(b) The person initiating the radio communication must end the initial call with the spoken word, "OVER". Except when radio communication relates to switching operations, when a transmission is complete and a response is expected or required, the transmitting employee must end each transmission with the spoken word "over".

(c) Each party to a radio communication must end their final transmission with the spoken word "OUT".

OCR's Ben Beauchamp



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



Courtesy: Jerry Kelly

SMILE FOR THE CAMERA! SEND US YOUR FAVOURITE PHOTO!

The life and times of OCR and our colleagues at work and home continues to flash before us via 'the lens'. Send us a favourite photo (on any subject) with your name and a brief explanation and we could publish it in a future issue of "The Spareboard." Email your photo in a .jpg format to Dave Watts at: dw-dohn@hotmail.com

WORLD-CLASS STEEL MANUFACTURER THE PRIDE OF HAWKESBURY AREA

When Ivaco Inc completed construction of its rolling mill in L'Orignal, the grand opening ushered in one of the most important eras in the Canadian steel industry. That was 1971. After the first steel billet was rolled, annual production grew to 30,000 tons.

The mill's first expansion occurred in 1975 with the installation of the no-twist mill. Production almost tripled! In its first year, the new mill produced 80,000 tons. Expansion and production continued to impress setting new standards along the way.

In 1982, the steel plant set a world record in uninterrupted continuous billet casting of 6 days, 17 hours, 15 minutes.

As expansion and production continued

IMPRESSIVE EARLY AUGUST FREIGHT NUMBERS ACROSS NORTH AMERICA

All three measures of rail freight traffic - carloads, intermodal and ton-miles - were up during the week ended August 13 in comparison with the corresponding week last year, according to an Association of American Railroads report issued August 18th. Carload freight for the week totaled 339,019 cars, up 1.1% from last year.

Intermodal volume totalled 234,558 trailers or containers, up 7.0% from last year, with containers up 8.4% and trailers up 3.0%. It was the highest volume for any week this year, and the fourth highest week ever for intermodal. Total volume was estimated at 33.5 billion ton-miles, up 1.8% from last year.

On Canadian railroads, during the week ended August 13 carload traffic totalled 74,647 cars, off 0.7% from last year, while intermodal volume totalled 45,587 trailers or containers, up 8.1% from last year. Combined cumulative volume for the first 32 weeks of 2005 on US and Canadian railroads totalled 13,047,981 carloads, up 1.1% from last year and 8,362,259 trailers and containers, up 5.5% from last year.

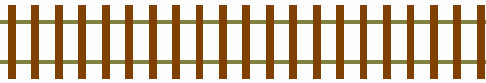
AAR&RAC Aug.18/05

into the 1990s, IRM began focusing on environmental best-practices. Among many initiatives, including ISO certification, IRM installed a new hydraulic furnace and primary fume system for the new electric arc furnace.

By 1999, IRM had completed a two-phase upgrade improving efficiency and quality.

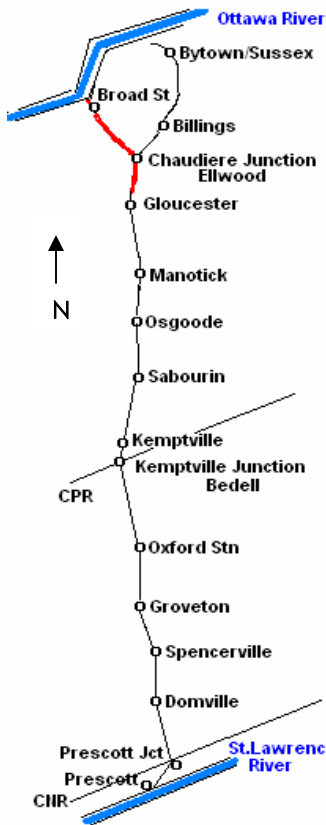
See IRM Page 6

backtrack



The Bytown & Prescott

By the mid 19th century, industry and commerce were showing rapid growth across much of North America. Rail provided not only an exceptional communications vehicle, but an efficient method of moving product to market.



In the U.S., as rail lines and networks started springing up country-wide, plans were established for a line to Ogdensburg, NY. By 1848, and with the potential for larger markets, entrepreneurs from Bytown (later Ottawa) wanted a line south to connect with the huge U.S. and international marketplace.

On August 10, 1850, the Bytown and Prescott (B&P) was incorporated. Six months later, Walter Shanley was brought on board to oversee the engineering and construction of the line. In October, 1851, the official sod turning ceremony was held in Ottawa.

By June, 1854, the rail reached northward to Spencerville and by August to Kemptville. In late August, the first work train arrived in Bytown, and on Christmas day, the first passenger train arrived at the new New Edinburgh Station.

With Bytown's name change to Ottawa in 1855, the B&P became the Ottawa and Prescott.

Following an 1867 reorganization and rename to the St. Lawrence and Ottawa, the Chaudiere Branch was opened in 1871. In 1881, the StL&O was leased to the CPR.

Illustrated in red, the O-Train operates on the former O&P/CPR Chaudiere Branch.

By late 1957, passenger service was discontinued and the line was ultimately abandoned. The rails were lifted in 1995. One section remains to this day. The Chaudiere Branch is home to Ottawa's O-Train!

"Backtrack" is a regular feature in The Spareboard

OR Rule Of The Month

103. PUBLIC CROSSINGS AT GRADE

(a) When cars not headed by an engine are moving along a public road not protected by a fence or other barrier a crew member must be on the leading car, or on the ground, in a position to warn persons standing on, or crossing, or about to cross the track.

(b) When cars not headed by an engine, snow plow or other equipment equipped with a whistle and headlight, are moving over a public crossing at grade not protected by a watchman or gates, a crew member must provide manual protection of the crossing.

EXCEPTION: Manual protection of the crossing is not required provided the crossing is equipped with automatic warning devices and a crew member is on the leading car to warn persons standing on, or crossing, or about to cross the track. This exception does not modify the application of Rule 103.1 (a).

Happy Birthday !!!

Jon McNeil

and

Happy Anniversary!!!

Brian Lavigne (9 years),

Roy Murray (5 years)

Josee Ouellette (1 year)

...from all your friends at Ottawa Central Railway!!

**Ottawa Central Railway
2005 Incidents/Accidents through July**

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



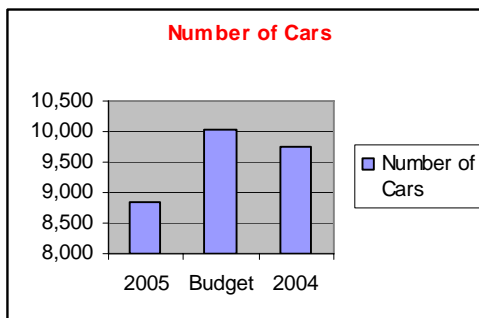
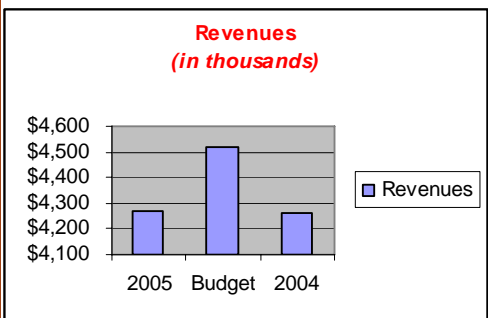
Performance Indicators

Our Mission:

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

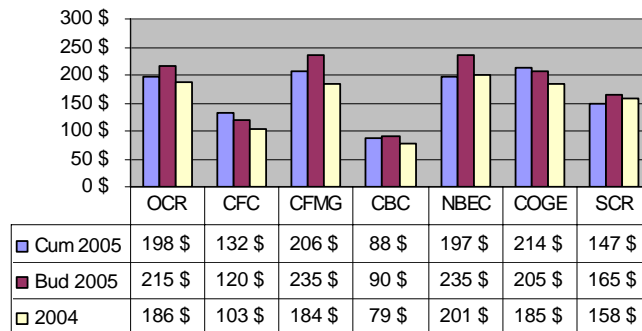
Basis of the Mission: To make a significant contribution to our customer's commercial success by providing safe, efficient and cost effective transportation logistics services.

Performance Indicators continued on Page 5

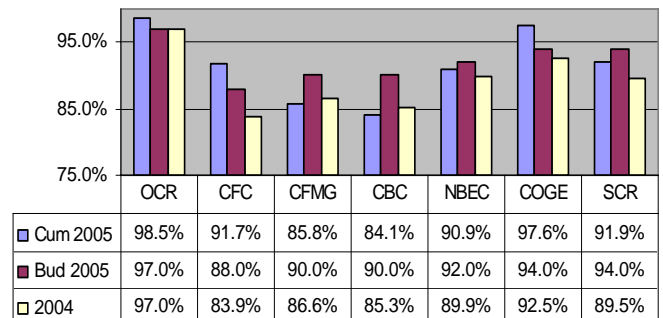


Performance Indicators

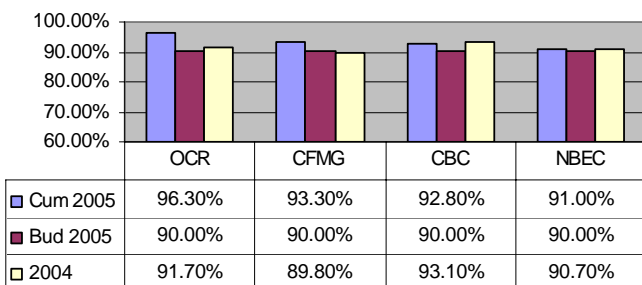
Actual Fret revenues/employee (000 \$)



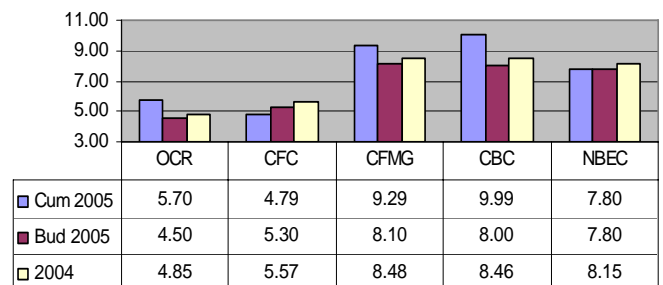
Attendance



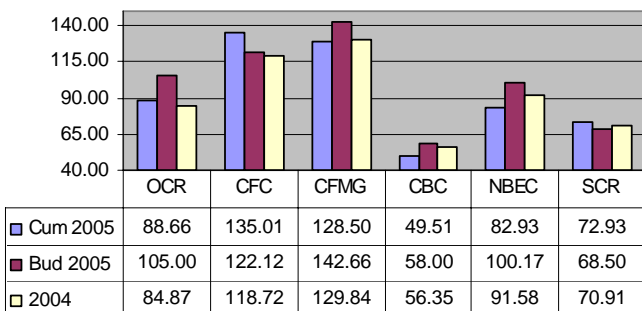
**Weekly Car Placements
(%Placed / Garanteed)**



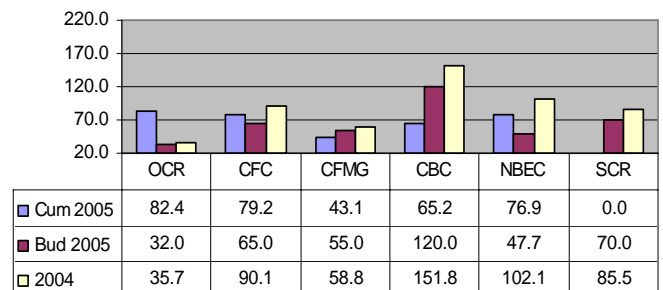
**Car cycle
(Days (empty-load))**



Fuel Consumption (GTM/litre)



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



OCR SAFETY
Continued from Page 1

Here in the Ottawa area, safety issues are top of mind with Ottawa Central. General manager James Allen says we are “very

pro-whistle and no safety measures should be sacrificed.” He added, “drivers always lose in a collision.” The Railway Association of Canada actively promotes safety issues in all aspects of rail operation. Education on safety issues is readily

available through a variety of publications, campaigns and initiatives such as “Operation Lifesaver.” Another is “Direction 2006” with a goal of reducing trespassing and level crossing mishaps by half by 2006.

IRM continued from Page 2

IRM is dedicated to quality products and service excellence

With it came important inroads in the tire cord market. It's one of the most difficult wire products to manufacture and is a true test of a rod mill's ability to produce consistently high quality rod.

Since those early days some thirty-five years ago, Ivaco has evolved into a multi-national corporation with operations in Canada and the U.S. producing steel, fabricated steel products and other diversified fabricated products.

Ivaco Rolling Mills is the largest employer in the Hawkesbury region with more than 600 employees. It's dedicated to providing dependability and excellence of product and service.

Ottawa Central Railway is proud to provide shipping and logistics services to Ivaco Rolling Mills.

The Ivaco Rolling Mills Mission "Four steps to success"

- 1) **Health & Safety.** The health and safety of our employees is our first priority;
- 2) **Quality.** Meeting the current and long term needs of our customers, our employees, our community, and the Company. We will endeavour to create and maintain a creative and harmonious atmosphere in which employees are proudly associated with the Company;
- 3) **Productivity.** We will continue to invest in state-of-the-art facilities and systems and develop modern processes and procedures;
- 4) **Profitability.** We endeavour to produce profits at a level, which will ensure that new funds are available to support growth and innovation



Check out CFQC and OCR including our ad in the fall edition of the RAC's "Interchange"! Visit: www.railcan.ca

FROM "THE CORNER OFFICE"

By James Allen

Revenues in the month of July picked-up somewhat however there remains dark clouds on the horizon.

QIT, producer of billets to Ivaco, will be shut down for 3 weeks in August and the mill in L'Orignal will close for 2 weeks. This will make it very difficult for OCR to reach its sales objectives for the year. As a result pressures will be placed on reducing expenses.

We can all help.

Reducing waste can yield the savings we will need to offset our decline in sales.

I count on each and every one of you to help.

Regards,

IVACO ROLLING MILLS *

* Limited Partnership of which Ivaco Rolling Mills Inc. is the general partner, and Ivaco Inc. a limited partner

