

“...what’s wrong with this picture?”



Photo courtesy: Mark Bess via Wally Weart

Railway photographer, Union Pacific’s Mark Bess happened to be at the right place at the right time with camera in hand. It’s June 10th in Rockview, MO and Mark watches train AASEW-09 arrive and pass at perhaps 40 to 60 KM/Hr. Everything appeared normal – until....!

“While watching the train go by, I noticed a car approaching that didn't appear ‘right’”, reported Bess. “At first, it looked like some kind of articulated gondola, but I knew there wasn't anything like that around.”

As the car got closer, he was able to get a better look. “I was able to get a shot of it and see that on the second gondola, the lead truck had broken free, and had rolled back against the rear truck and was being pushed along by it.”

He said the front of the car was suspended only by the coupler and the airline was still intact.

See Gondola on Page 6

Happy Summer!

**This issue of
The Spareboard
celebrates Summer!**

(See Page 6)

Spotlight!

**“ On Track ”
With OCR Engineering!”**

**Check out the improvements
our Engineering team has made
to keep us rolling safely!**

(See Page 7)

***Congratulations!
A job ‘well done’!***

--- Original Message ---

From: Serge Fournier
Sent: July 12, 2006 4:44 PM
To: J.Allen, S.Beauchamp
Cc: M.Laliberté; F.Essiembre; L. Maheu
Subject: Meeting with new employees

James and Serge,

After a meeting with Transport Canada this morning in Ottawa, I took the occasion to visit our new employees working on the CPR side of Walkley Yard.

All of the employees were hard at work and wore their Personal Protective Equipment. The employees were well spaced in order to avoid accidents with the brush cutting tools they were using.

I also observed the workload completed since Monday and it is excellent! I discussed with Benoit Beauchamp the proper use of chain saws and he assured me it is he who works with this saw and does wear safety gaiters.

I also mentioned to Benoit to take all necessary precautions in order to have no accidents.

Congratulations to everyone on being so well organized with safety being the major focus.

Thank you,
SF



Serge Fournier

***Inside this issue of
The Spareboard***

- Backtrack Pg 2
- “Fern’s” Rule Pg 3
- From the Dining Car Pg 3
- Birthdays/Anniversaries Pg 4
- Safety Rule Pg 4
- Incidents/Accidents Pg 4
- Performance Indicators Pg 5 & 8
- Steele Rail by Don Steele Pg 7
- From “The Corner Office” Pg 8

backtrack

By Dave Watts

CANADIAN NORTHERN RAILWAY

And then there were three! By 1906 there were three railways vying for valuable business dollars across Canada.

While The Grand Trunk and Canadian Pacific were busy carving out their market share, it was full steam ahead for the Canadian Northern.

The Canadian Northern (CNoR) was incorporated in 1899 following amalgamation of two small Manitoba lines.

Over the railway's lifetime, owners Donald Mann and William McKenzie controlled over 15,000 KM of track across the country. The first phases went westward from Manitoba, then eastward through Ontario to Montreal. The railway was developed and expanded mostly through the acquisition of smaller, feeder lines.

Freight service between Winnipeg and Toronto was well underway by 1915 and passenger service to Montreal followed.

Interestingly, Mann and McKenzie attempted to acquire the Canada Atlantic without success. This prompted the construction of the CNoR from Toronto to Ottawa.

The line began in the Don Valley area of Toronto running east and parallel to the Grand Trunk and Canadian Pacific. Between Desoronto and Syndenham, the line used infrastructure acquired from the Bay of Quinte Railway before swinging north to Smiths Falls then on to Ottawa. Passenger and freight facilities were located in the Hurdman area near the Rideau River.

Despite the efficiencies of construction and operation to keep costs to a minimum, the line finally succumbed to financial difficulties and by 1918 was taken over by the Canadian Government.

"Backtrack" is a regular feature in "The Spareboard"

CANADIAN HEARTLAND TRAINING RAILWAY VISIT LESS THAN A MONTH AWAY!

A perfect opportunity for each and every employee to act as a guide and mentor

In less than a month, OCR will welcome the The Canadian Heartland Training Railway to our facility.

This will be a perfect opportunity for each and every OCR employee to act as a guide and mentor to our guests.

The two day program will combine instruction in a classroom environment with actual 'hands on' in the field.

"We have two busy days ahead of us to contribute to the learning process," says OCR general manager James Allen. "The group will spend most of the first day in the classroom, then roll up their sleeves in the field alongside our professional team."

"I encourage all our staff to make our visitors feel at home during their visit."

The Canadian Heartland Training Railway will run through their packed agenda August 23 and 24th.

Hats Off!

Quick work and exceptional client service acknowledged by Ivaco!

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

From: Ian Mcrae
To: James Allen
CC: Stu Mckechnie; Joe Olenick; Robert Lalande; Rick Cameron; Roger Mccallum; Defrid Theoret; Roland Joly
Sent: Wed Jun 28 05:38:25 2006
Subject: Thank You

Mr Allen

Last night a call of EMERGENCY went out at about 6.30 pm that Ivaco was in serious troubles with engine power in the yard. A long story short Luc Larose was able to get a crew with an engine into Ivaco by midnight to assist in any moves that Ivaco might require. During this time Mike Downey called to ensure that they were doing all they could also.

Ivaco was able to get their own engine on the go ,but it was certainly a relief to know that a backup piece of equipment was on site to assist if required

Please convey to Luc ,Mike,Gerry and I think it was Jeff a big Thank You for making this happen.



Luc Larose



Mike Downey



5.8 Inspection of STANDING Equipment

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

b) 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,

c) 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.

CPR'S POPULAR EMPRESS SELLS OUT A MONTH IN ADVANCE

Part of Medicine Hat, Alberta's birthday bash

As 100th anniversary celebrations ring out in the city of Medicine Hat, Alberta, city aldermen and the CPR itself have been swamped with requests for passage on the "CPR Empress" steam train.

The train is scheduled to run from Calgary to Medicine Hat on August 25 and the 100 available seats sold out almost immediately.

See Empress on Page 6



FAST & TASTY CHICKEN CACCIATORE

4-6 med sized skinless-boneless chicken breasts
 1 X 28oz can of diced tomatoes
 2 packages of sliced mushrooms (about 3 ½ to 4 cups)
 2 celery stalks (chopped)
 1 medium onion (chopped)
 1 med to large green pepper (sliced)
 1 small (green or red) jalapeno pepper (optional)
 3 cloves garlic (pressed or finely chopped)
 Olive oil
 Salt and pepper
 Oregano
 Pasta (spaghetti, broad, egg, home-made etc)

- In a large skillet, brown the chicken in about 3 tablespoons of oil (about 4 minutes per side medium-high or until brown). Remove chicken from skillet and place on separate plate
- In the skillet (in the hot oil), sauté the chopped celery, onion and garlic – stir to lightly browned
- Add pepper, tomatoes and mushrooms bringing to a light boil. Stir to blend as needed.
- Add chicken pieces, tablespoon of oregano, salt and pepper (as required to taste) cover and cook for about a half hour at medium-low (or until chicken is cooked through)
- Serve on your choice of pasta noodles with crusted bread.
- A well chilled dry white wine is a nice complement.

Ottawa Central Railway 2006 Incidents/Accidents through June



	June 2006	June 2005	FINAL 2005	FINAL 2004	FINAL 2003	FINAL 2002	FINAL 2001		June 2006	TOTAL 2005	TOTAL 2004	TOTAL 2003	TOTAL 2002	TOTAL 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	0	1	2	2	4	2	Track Conditions	2	1	1	0	1	1
								Vandalism	1	0	0	0	0	1
Trespassing Incidents	0	0	0	1	0	1	5	Equipment	0	0	0	0	0	0
								3rd Party	2	5	5	6	1	1
Employee Injuries*	0	1	3	2	5	8	0	Other	0	0	0	0	0	0
									6	10	9	11	6	8
Cardinal Rule Violations	0	1	1	0	0	0	2							
Hyrail Accidents	0	0	0	1	0	0	0							
Vehicle Accidents	0	0	1	1	1	0	1							
TOTAL	7	10	20	15	21	19	19							
Other	3	3	8	20	13	12	0							

(Volume 4)

DID YOU KNOW, THAT...

1. Donald Duck comics were banned from Finland because he doesn't wear pants!
2. The name Wendy was made up for the book Peter Pan; there was never a recorded Wendy before!
3. There are no clocks in Las Vegas gambling casinos?
4. There are no words in the dictionary that rhyme with: orange, purple, and silver!



Safety Rule!

Malcolm Dobie selected the OCR Safety Rule of the Month.

Canadian Rail Operating Rules 'General Notice'

"Safety and a willingness to obey the rules is of the first importance in the performance of duty. If in doubt, the safe course must be taken."



OCR's Malcolm Dobie

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

Spotlight!

"Engineering"

Serge Beauchamp details major improvements

(See Page 7)

HAPPY BIRTHDAY!

(Aug)

Claude Talbot
James Allen
Bruce McRae
Shawn Kelly

Congratulations from all your friends at OCR!

Performance Indicators



June, 2006

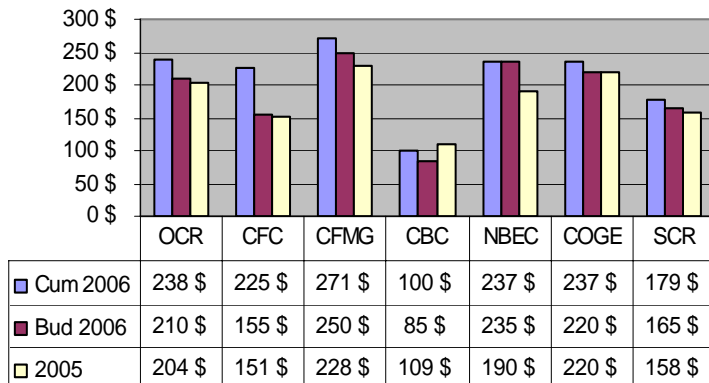
Our Mission:

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

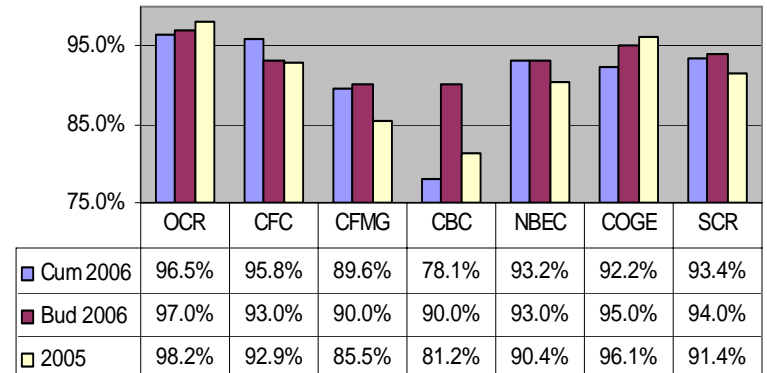
Basis of the Mission:

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

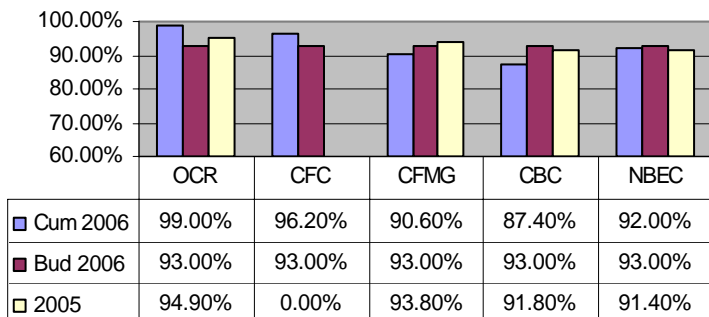
Actual Freight revenues/employee (000 \$)



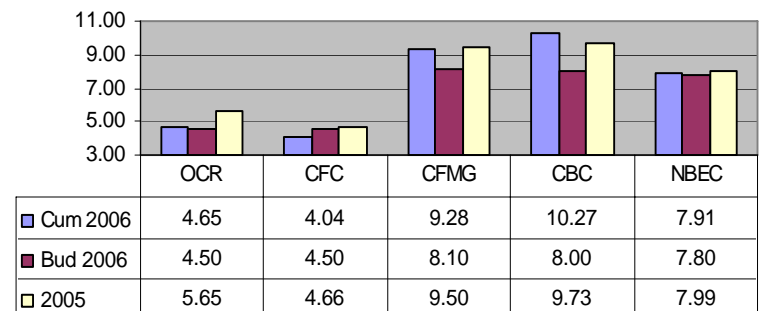
Attendance



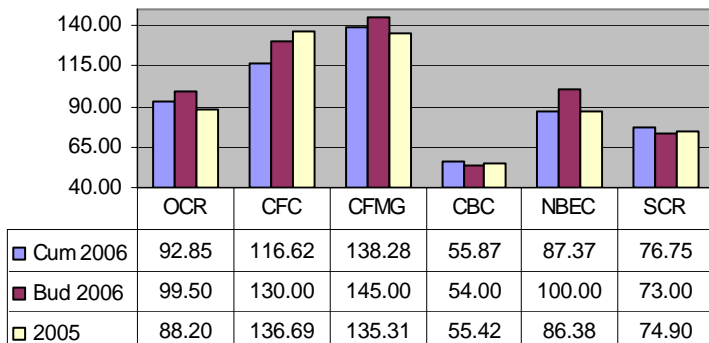
Weekly Car Placements
(%Placed / Guaranteed)



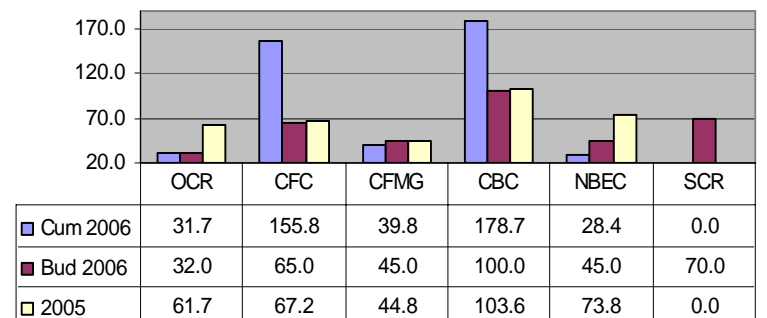
Car cycle
(Days (empty-load))



Fuel Consumption (GTM/litre)



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



Empress from page 3

Extra cars cannot be added for this excursion but CPR spokesperson Ed Greeberg says the railway will be looking for future opportunities to bring the Empress back to Medicine Hat.

However, all is not lost. On Saturday, August 26th, the train will make a number of return trips from Medicine Hat to Dunmore.

Each run costs \$10 for adults and \$5 for children under 12.

Information on ticket availability will be announced in early August.

Proceeds from the two day event to the Children's Wish Foundation.

(Medicine Hat News 060714)(RAC)

Happy Summer from "The Spareboard"!

Top 5 All-time Summer Rock Classics

- 1) **Summer In The City**
Lovin' Spoonful (1966)
- 2) **Summertime Blues**
Eddie Cochran (1958)
Blue Cheer (1968)
- 3) **Summertime**
Billy Stewart (1966)
- 4) **In The Summertime**
Mungo Jerry (1970)
- 5) **Summertime Summertime**
The Jamies (1958)

SO WHAT ARE THE 'DOG DAYS OF SUMMER'?

We often hear about it, but what are the 'dog days of summer'? Generally the hottest and most sultry days are the 'dog days', between July 3 and August 11.

The term has European roots from countries bordering the Mediterranean and generally refers the period from about 20 days before to 20 days after the conjunction of Sirius, the 'dog star' and the sun.

The time of conjunction varies with various latitudes and changes gradually over long periods in all latitudes.

TIPS WHEN LIGHTNING IS IN THE AREA

- Avoid open spaces like fields and ballparks.
- Avoid standing under trees
- Avoid boating, fishing and other water related activities
- Avoid golf courses, tractors or heavy road equipment



Photo: Courtesy CPR

CPR's 2816 and The Empress at a Model A Ford meet in Banff, Alberta. The Empress also traveled through eastern Ontario on an excursion in 2004.

Locomotive 2816 A roving ambassador for the CPR

- * **Class:** H1b Hudson type
- * **Built:** MLW, Dec., 1930
- * **Service:** Mostly western Canada
Final years, Windsor-Montreal corridor
- * **Final revenue run:** May 26, 1960
- * **Miles logged:** over 2 million
- * In 2001, following a complete 3-year rebuild, 2816 was restored to original specs with external detailing from the 1940s and 50s.

Info courtesy: www.cpr.ca

Gondola from Page 1

Bess contacted RMCC and in turn HDC to notify the crew to stop the train.

He knew that within a few miles,

the train would pass Quarry siding, the BNSF connection turnout followed by a grade crossing with BNSF at Rockview. Any of those locations could have caused a pile-up. Bess reports the crew did an exceptional job of bringing the train to a safe and smooth stop with minimal slack action.

As the train stopped, the truck rolled forward and rested on the underbody framework of the car.

Bess says that that air line never separated during the entire incident.

(M.Bess/W.Weart)

Spotlight!

Engineering: Tracking Safety – everyday!



By Serge Beauchamp

TRACK SPENDING UPDATE

From time to time I am asked the question "how many dollars does OCR put into its infrastructure"? Well as you can see, this year, we will spend over \$800,000 to maintain our properties in a safe condition. We could however spend a lot more if we had the funds but at the end of the day there are only so many dollars on the "money tree"! The chart breaks out the spending by subdivision and includes combined capital and expense items. As an aside, capital costs are depreciated or amortized over a period of time depending on their nature while expense items are immediately charged to the operations. The maintaining, as well as the improvement of our infrastructure is a very important part of our business. OCR will continue to replace ties, change out rail, maintain bridges etc because if we don't the consequences would put our employees at risk, something we would never tolerate and severely hamper our ability to safely serve our clients.



OCR Track
Team at work!



"TRACK IMPROVEMENTS" (2006 Capital and Expenses)

	Subdivision			
	BBG	OLO	REN	TOTAL
Ultrasonic Rail Testing	\$ 14,250	\$ 9,500		\$ 23,750
Track Geometry	\$ 16,000		\$ 2,500	\$ 18,500
Tie Program	\$ 42,400	\$ 40,000	\$ 9,900	\$ 92,300
Switch Ties	\$ 5,800			\$ 5,800
Change Rail	\$ 28,000			\$ 28,000
Ballast		\$ 3,000		\$ 3,000
Refurbishing Crossings	\$ 15,000	\$ 22,500	\$ 15,000	\$ 52,500
Vegetation Control	\$ 6,000	\$ 6,000	\$ 7,250	\$ 19,250
Switch Welding	\$ 8,000			\$ 8,000
Track Surfacing	\$ 11,000	\$ 12,100	\$ 5,000	\$ 28,100
Joint Peaking	\$ 6,000			\$ 6,000
Ditch Cleaning	\$ 4,000	\$ 1,500	\$ 2,500	\$ 8,000
Culverts	\$ 10,000		\$ 2,500	\$ 12,500
Crossing Planks	\$ 7,500	\$ 4,000	\$ 2,500	\$ 14,000
Fencing	\$ 3,000	\$ 1,500	\$ 3,000	\$ 7,500
Client Program	\$ 16,000			\$ 16,000
Transload Facility	\$ 20,000			\$ 20,000
Bridges	\$382,317	\$ 21,000	\$ 13,000	\$416,317
Other	\$ 10,350	\$ 14,000		\$ 24,350
Total				\$803,867

Steel Rail

By Don Steele



Communication makes good things even better!

I hope that all the OCR railroaders are having a great summer. For this issue I thought that I may share some thoughts about what makes railroading a great job and how to make it even better.

From my own experience it occurs to me that one of the greatest aspects of the job is the people. Sometimes the difference between a good day and a rough one is the people you are working with. To be able to work with someone positive and professional is a pleasure. Sometimes our work days are made longer by co-workers who are negative and pessimistic.

We normally spend one third of our lives earning a living and it should be as positive an experience as at home. Is it possible to improve the relationship with our co-workers? I would like to share some thoughts on this subject.

See Steele on Page 8

From THE CORNER OFFICE

By James Allen

Our Revenues took a nosedive in the month of June ending up \$137K below Budget.

The fact that the LP business has yet to commence is a major contributor as are the layoffs at Domtar.

We continue to seek out potential opportunities and in the next Spareboard we will report some of the interesting possibilities currently being worked on.

I am pleased to report we reduced our expenditures by \$109K however we still fell short of Budget. On a year-to-date basis we remain \$170K ahead of Plan.

We continue to operate safely and a tip of the OCR hat to everyone for making this happen, day in and day out.

The results.....well we have spent \$122K less on incidents /accidents in the first 6 months of this year compared to the same period last year. Safety pays off in spades!!! Let's keep this going.

Enjoy your vacations and remember, "make every day a safe day".

Steele Rail from Page 7

One of the greatest factors in the lack of teamwork and disunity within the work place is the absence of good communication skills.

This is not just critical between employees but also between the managers and the employees.

Keep in mind that there is a business level and a human level. The business level gets the work done; the human level satisfies the person's need for respect, attention, courteous

treatment and acceptance of their points of view.

If you focus only on the business level, the human level needs may not be met and may disrupt the relationship.

Good communication is crucial to employee satisfaction.

Sometimes it's not what is said that is important, but how it is said. Your tone of voice and body language say a lot about your message...perhaps more than words.

As well, it is important to note whether your message is getting through to the listener.

Just as operating signs are posted trackside to inform train crews of vital information... the same is true of people you are communicating with.

They are communicating vital information...if you know how to read the signs.

Behaviour such as eye contact, facial expressions voice and speech, gestures and posture all speak volumes as to what is being communicated.

It has occurred to me that the process of good communication is a very simple one.

Everyone should say what they think but say it in a kind way. Instead of keeping things to yourself or getting mad, why not just say what you feel but without being aggressive about it. And when the other person is talking, really listen to what they are saying.

This will allow you to really understand their point of view or opinion.

I have found these simple principles very effective in making a good job even better and safer.

Thanks and be safe!

Don

Next month, we'll look at listening and questioning skills.

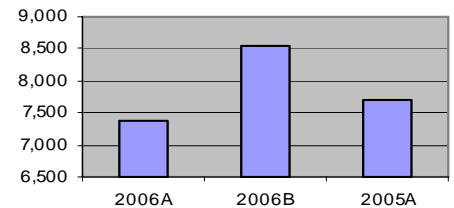
Performance Indicators

June, 2006



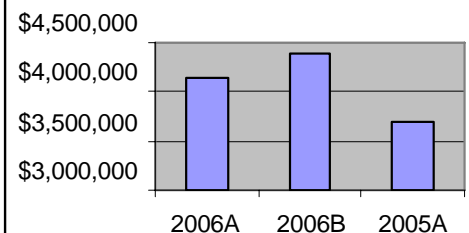
Number of Cars

■ Number of Cars



Revenues

■ Revenues



"In Box" Top Pick



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