

Local upgrades part of national grade crossing improvements

The Government of Canada will provide more than \$11 million to improve safety at 80 railway crossings across Canada. Transport Minister Jean-C. Lapierre made the announcement on June 30.

"Since the grade crossing program was introduced in 1994, accidents, fatalities and injuries have decreased at rail crossings," said Mr. Lapierre. "This funding will allow us to continue to work with rail companies and communities to improve the safety of rail crossings for motorists and pedestrians throughout Canada."

Under the Transport Canada grade crossing program, eligible railway crossings are either upgraded, relocated or closed. Improvements may range from installation of new flashing lights and gates, adding extra gates/lights to existing systems adding or modifying operating circuits and more. Since 1994, Transport Canada has committed more than \$100 million to such projects throughout the country.

"Preventing tragedy on railroad tracks is a shared responsibility," added Mr. Lapierre. "The Government of Canada provides funding for warning devices,

such as lights, gates and bells, but depends on all Canadians to respect these warnings and approach rail crossings with added caution."

Transport Canada supports two other initiatives to improve safety at railway crossings: Operation Lifesaver, a public education program of the Railway Association of Canada that has promoted safety at railway crossings since 1981; and Direction 2006, a partnership of governments, railway companies and their unions working to reduce collisions and trespassing incidents by 50 per cent from the 1995 level by the year 2006.

Ottawa area improvements

O'Neil Road	
Realignment	\$266,826
O'Neil Road	
Gates & Predictor	\$163,604
Dunrobin Road	
Gates & Lights	\$128,200

Inside this issue of The Spareboard:

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New! In This Issue!
OCR Safety Rule!
See Page 2

Ottawa Central Railway salutes

Superior
Propane

CROSSING WAIT TIMES TO BE REDUCED IN QUEBEC

At times, when travellers see the train signal lights flashing and come to a stop, they must wait almost a minute until the train is actually in sight.

The railway division of the Quebec ministry of transport deems the wait too long and dangerous, so they have persuaded railway companies across the province to bring the wait time back to a reasonable and safe time frame.

"It is a sensor on the track that sets off the signals," explained transport railway division chief Josee Halle.

" This is very dangerous so the ministry has given the railway companies an initiative to diminish the amount of wait time back to 20 to 30 seconds.

The ministry has agreed to pay some of the cost to move the sensors closer to each road intersection, and most companies complied.

Sherbrooke Record 05/07/12
And RAC

**A Real Gas
..or Indigestion!**

- Diet Snapple
16 oz .. \$1.29 \$10.32 / gallon
- Lipton Ice Tea
16 oz .. \$1.19 \$ 9.52 / gallon
- Brake Fluid
12 oz ..\$3.15 \$33.60 / gallon
- Vick's Nyquil
6 oz .. \$8.35 \$178.13 / gallon
- Pepto-Bismol
4 oz .. \$3.85 \$123.20 / gallon
- Evian Water
9 oz .. \$1.49 \$ 21.19 / gallon

Good thing we don't have to tank up on break fluid, water, Nyquil or Pepto-Bismol!!

Have a happy and safe summer vacation on the road!

A SHORT LINE'S SUPERIOR SERVICE

By Erin Spicer

A steady customer of OCR's, Superior was looking to expand its volume by rail, especially in eastern Ontario. Before a new rail siding was built in May 2004 along with infrastructure improvements in summer and fall, Superior was Handling approximately 150-200

OCR Safety Rule!

Phil Perrier selected CROR Rule 112 (i)*

Before relying on the retarding force of the handbrake, whether leaving equipment or riding equipment to rest, the effectiveness of the handbrake must be tested by fully applying the handbrake and moving the car, or cut of cars slightly to ensure the required minimum handbrake application applies the retarding force necessary to prevent equipment from moving.

Phil also mentioned that the angle cock must remain opened during the test and that the pin must not be pulled until it has been determined that the handbrake is operating correctly.



Phil Perrier

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

cars per year on the OCR property.

"They wanted to set up a distribution centre for propane. The facilities they had in place would not be able to accommodate what they were looking at – 75 million litres

of propane, which translates into about 700 rail cars of propane annually – a large increase," says James Allen, general manager for OCR.

"Leigh Scott, OCR Manager of Sales and Marketing, and Greg Booth, National Transportation Manager for Superior Propane, put their heads together and came up with the idea that we could increase the capacity they had by adding additional unloading capabilities on existing towers, constructing another siding, and putting in the track to serve the new tank," Allen said. Greg Booth says the partnership worked beautifully.

"When we looked at expanding the Ottawa terminal, given the existing siding capacity, it would have created a bunch of operational hurdles. They were able to think outside the box and say, 'What if we contributed to the expansion?' It's a win-win scenario. It improved our operations as well as their own."

The new track and switch connecting the OCR mainline to the Superior yard ended up being a three-way partnership between OCR, Superior and CN. OCR picks up the propane cars being shipped by CN from Sarnia and other origins at an interchange point in Coteau, QC.

See SHORT LINE on Page 5



Happy August Birthday !!!

- Shawn Kelly
- Bruce McRae
- Claude Talbot
- James Allen

..from all your friends at Ottawa Central Railway!

backtrack

The New York & Ottawa

In order to connect Ottawa with the many lines crossing New York State, the New York and Ottawa Railway was born in the late 1880s. It began in Tupper Lake, New York and ran northward from Cornwall, Ontario. On the Canadian side, the line was constructed with a number of stations along the way including Finch (where the CPR crossed), Berwick, Crysler, Embrun, Ramsay and more.

Within a few years of the line's opening, it became part of the growing New York Central System. At its peak, the line saw numerous freight and passenger trains per day.

Passengers initially used the Ottawa Union Station. Eventually, both passengers and freight were processed through newer facilities located just west of the Rideau River near King Edward and Mann Avenues.

However, by the end of WWII, primarily due to increasing highway traffic, passenger volumes and freight began to decline. In the mid 1950s, passenger service ended completely and by 1958, the line had ceased operation.

One reminder of the right-of-way remains to this day. *The New York Central Fitness Trail* is located off County Rd. 3 south of Highway 417. The 7.2 KM trail links Embrun and Russell and was previously a section of the New York Central Railway. For more info on the trail, contact the Township of Russell at (613) 443-3066.



NY&O Cornwall, ON station in the 1950s



“Backtrack” is a regular feature in The Spareboard

INDUSTRY SHORT SHORTS!

Planning A Western Vacation?

The Village of Big Valley, Alberta is welcoming the public to its Big Valley Railway Day Saturday, Aug. 6.

Visitors can learn about Alberta's railway heritage, take a guided tour of the former Canadian Northern Railway depot and round house and much more. Big Valley is north of Drumheller, Alberta.

Work/Rest Rules Revision

The current Work/Rest Rules, dated April 01, 2003 have been revised as of June 29, 2005.

In addition to the revised “Work/Rest Rules” an “Interpretation Document” has been developed to effectively and practically explain how to interpret and comply with the revised Rules.

The Interpretation Document was developed with input by all stakeholders engaged in the revision of these Rules. The Document and interpretation is available on the RAC website (www.railcan.ca).

Hall of Fame Nominees '05

The Canadian Railway Hall of Fame is seeking public nominations for leaders, heroes, communities and technologies that helped make freight and passenger railways the backbone of the Canadian economy.

To submit a name for consideration, use the form found on the Railway Hall of Fame web site at <http://railfame.ca> and give your reasons why you believe your nominee, invention or community deserves recognition.



On track for success!

OCR
2005 Incidents/Accidents
through June

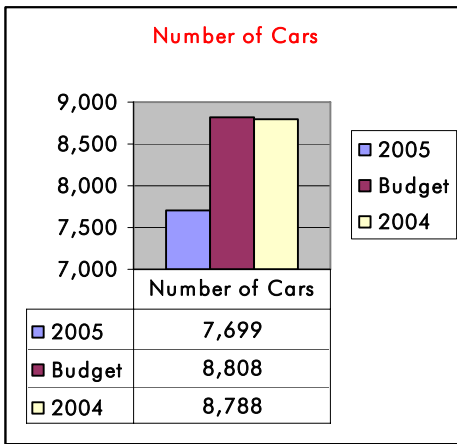
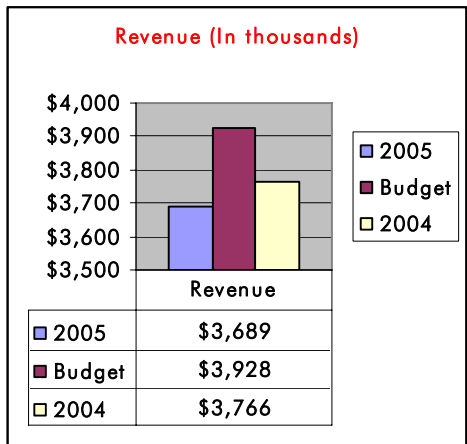
	June 2005	June 2004	FINAL 2004	FINAL 2003	FINAL 2002	FINAL 2001		Jun 2005	TOTAL 2004	TOTAL 2003	TOTAL 2002
Main Track Accidents*	4	0	0	2	0	1					
Non-Main Track Accidents*	5	4	9	11	6	8	Human Factor	1	3	5	3
							Ice & Snow	0	0	0	1
Crossing Accidents	0	1	2	2	4	2	Track Conditions	0	1	0	1
							Vandalism	0	0	0	0
Trespassing Incidents	0	0	1	0	1	5	Equipment	0	0	0	0
							3rd Party	4	5	6	1
Employee Injuries*	1	1	2	5	8	0	Other	0	0	0	0
								5	9	11	6
Cardinal Rule Violations	1	0	0	0	0	2					
Hyrail Accidents	0	0	1	0	0	0					
Vehicle Accidents	0	1	1	1	0	1					
TOTAL	11	7	15	21	19	19					
Other	1	15	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.



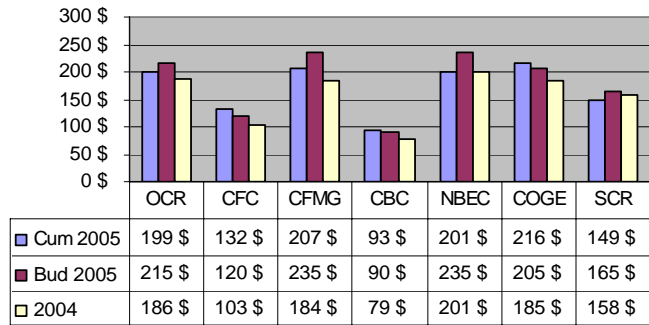
Basis of the Mission: To make a significant contribution to our customer's commercial success by providing safe, efficient and cost effective transportation logistics services.

Performance Indicators continued on Page 5

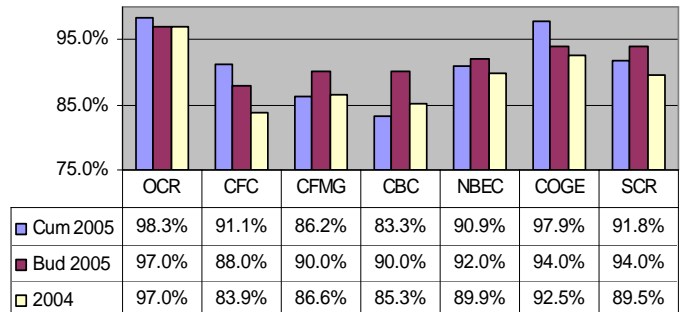
Performance Indicators



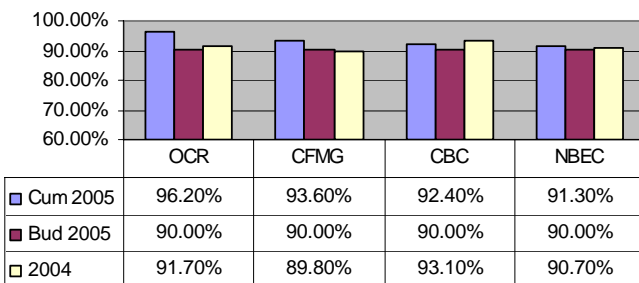
Actual Fret revenue/employee (000 \$)



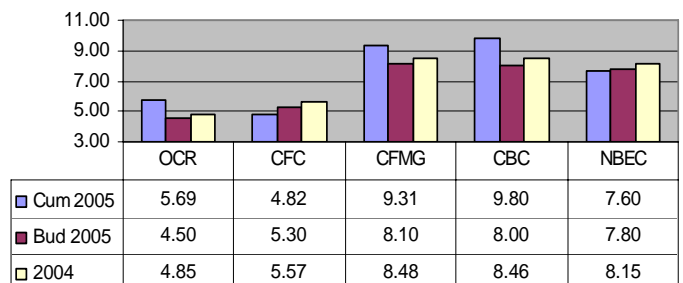
Attendance



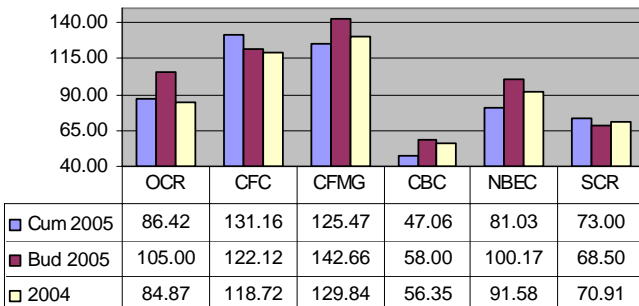
Weekly Car Placements
(%Placed / Garanteed)



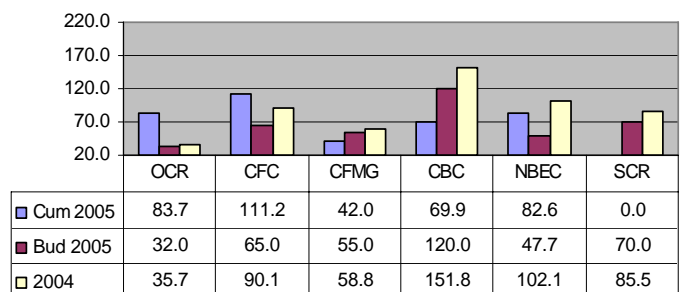
Car cycle
(Days (empty-load))



Fuel Consumption (GTM/litre)



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



SHORT LINE continued
From Page 2

“It’s an example of a partnership that we see from time to time where you had a Class One railway, a short line, and a client, with each one of the parties contributing something

and each of the parties benefiting from the end results” Allen says.

“Superior is growing in the market, and CN and OCR are increasing the number of cars that we handle,” Allen says.

OCR now services Superior twice a day, and has been able to handle

the new cars without adding any new trains. This new business has allowed OCR to make some moves towards strengthening its position within the market, as well.

See SUCCESS
On Page 6

SUCCESS

Continued from Page 5

“Not only is it a major increase in business but it also gave us the opportunity to increase our number of employees. The time we’re serving this client necessitates another yard switcher and engineer,” Allen says.

“It’s worked fantastically,” says Booth. “It seems to have improved our operations; it has certainly improved our capacity. It’s been an overall success, absolutely made easier by working with OCR. Everything we do with them makes our lives easier. They’re customer service-oriented, and when there’s an issue, they’re willing to address it.”

Allen says the growth, through impressive, is still easily handled by OCR. “that’s how we like to build a business from a short line perspective, one car at a time.”

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Superior Propane and Ottawa Central Railway working together for success.

Photo courtesy: RAC

Read “Interchange” Summer, 2005 for more on Ottawa Central Railway! See the reference to our **Open House** on page 12, and a review of the **National Rail Safety Public Awareness Week** on page 46.

Visit www.railcan.ca and click on “Featured Publications” then on “Interchange” Summer, 2005.



Photo Courtesy: RAC

From the Corner Office

By James Allen

While Revenues continued to be soft in the month of June we are finally starting to turn the corner on our level of expenditures. Transportation expenses which include crew costs, fuel, shop costs, locomotive repairs, CSC, railcar rentals and communications were \$23K higher than Budget. Fuel costs alone were \$24K greater than expected so we could have been on target. Keep in mind though, when revenues are down, there is the expectation that expenses will follow. Track expenditures were \$9K less than Budget in spite of the unplanned geometry test on the Vankleek sub which by the way pointed out the need to change 193 broken rails. This is the first time a geometry car has run over the subdivision in over 10 years and we now have a much higher degree of confidence in our track safety. Administration expenses were \$21K favourable to Budget. The incident at Maxville cost us another \$27K in the month and to date we have spent \$130K! Ouch!! This could have been avoided.

Summer is flying by and I sincerely hope each and everyone of you has a wonderful vacation.

The Spareboard

Published by
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