



The Spareboard

March, 2007 V3N3

Ottawa Central Railway, Ottawa, Canada

OCR OPEN HOUSE coverage
begins on Page 1
Plus... **DANGEROUS GOODS
TRAINING** See Page 7

**For Safety's
Sake**
Andy Ash
See Page 4

OCR SAFETY RULE
Page 6
by Serge Beauchamp



RAIN FAILS TO DAMPEN 7TH OCR SAFETY EXPO & OPEN HOUSE

**Record crowds visit Walkley
Yard**

By Dave Watts

With rain in the forecast for the 2007 OCR Safety Expo & Open House April 28th, organizers felt attracting crowds might be a challenge!

"It turned out to be a fantastic day," said OCR general manager James Allen. "We figure upwards of 3,500 came by for a visit and we had lots to show them too."

See Open House page 2

Another resounding success...



Photo courtesy Dave Watts

Despite a misty drizzle most of the day, the 2007 OCR Safety Expo and Open House was a resounding success. The Ottawa Food Bank's Peter Tilley and daughter Samantha share a smile before settling in for their cab ride.

SAFETY AND EDUCATION COME FIRST AT OCR

By Dave Watts

Every aspect of Ottawa Central Railway's operation is centred around safety. Employees must be skilled at interpreting the myriad of operational rules and regulations. New employees are immersed in the 'rules of the road' immediately.

"One simple error concerning a rule or a rule missed entirely can have devastating consequences," says James Allen, OCR General Manager.

"Concise communications between staff while on the road is key to ensuring total compliance."

OCR operates like a tight-knit family. "Our staff supports each other and respects each other in everything undertaken," says Mr. Allen.

Training exercises both in a classroom environment and "live" hands-on applications help keep staff up-to-date on trends and techniques. Railway training specialist Don Steele is a regular visitor to OCR.

"Our goal is to make every day a safe day and work to eliminate situations that wind up as an incident or accident," says Mr. Allen.

Exclusive to The Spareboard

*Dangerous Goods Awareness Training
Seminar and Open House*
Page 10 and 11

Photos by Ian McCord
(www.mrfreightcar.com)

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The Spareboard
Ottawa Central Railway

Backtrack By Dave Watts

*The second in a series of
profiles on classic North
American trains*

"The 20th Century Limited"

Luxury coupled with speed when traveling between New York and Chicago in the first half of the last century. When it was inaugurated by the New York Central Railroad in 1902, little did the operators know that within a few short years the train would be known as a "National Institution" and "The Most Famous Train In The World".

The "20th Century Limited" ran between New York's Grand Central Terminal and the LaSalle Street Station in Chicago. The train was launched to compete with the Pennsylvania Railroad's "Broadway Limited". The 938 mile (1,500 KM) trip was made in just over fifteen hours.

The train was well known for its classy style with passengers walking to and from the train on a plush, deep red carpet. It was used at all station stops and the first organization to deliver the "red carpet treatment" to its customers!

As rail travel gave way to better highways and increased air service in the 1950s, the "20th Century Limited", like others, fell into difficult times. The final run left Grand Central Terminal on December 2, 1967, sadly, half full. The next day it rolled into Chicago some nine hours late due to a freight derailment in Michigan.

Today, Amtrak runs a similar service, the "Lake Shore Limited" along the original "20th Century Limited" route. Now, passengers board at Penn Station in New York

arrive at Chicago's Union Station via Whiting, Indiana.

*Backtrack appears regularly in
The Spareboard*

Open House from Page 1

By far, the most popular activity was the ride on an OCR diesel. The lineups started shortly after 8:00 AM.

"That in itself was an indication of the kind of day we'd have," says James Allen. "The cab was at least three or four runs behind most of the day."

In addition to the cab rides, the Walkley facility was brimming with full-size rail equipment. A number of high rails were on display, the Bytown Railway Museum brought in some of their railway pieces, VIA rail was on



12.1 Train Crews Conducting a Job Briefing

PURPOSE: To ensure crew members communicate critical information pertaining to safe train operations prior to and throughout their tour of duty.

Steps to Job Briefing

1. Plan Briefing:
 - review work assignment, materials and resources.
2. Job Basics
 - discuss sequence of basic job steps;
 - point out potential hazards and discuss how to protect against them;
 - ensure emergency equipment is available (first aid kit) etc;

board and OC Transpo displayed the O-Train along with an antique bus.

The TransCAER interactive tank-car welcomed hundreds over the day and The Operation Lifesaver Emergency Vehicle (OLEV) was another popular stop.

Inside the huge 120' tent, dozens of displays and demos were set-up. Visitors could see elaborate model rail displays, pick up safety related info and enter to win some great prizes.

See More Open House, page 8

- review emergency procedures.
3. Work Assignment
 - review employee responsibilities and confirm understanding of instructions.
 4. Follow Up
 - additional job briefings must be held as work conditions change.

Originating Terminal

After reporting for duty, all crew members must ensure they are aware of conditions that will affect safe train operations. Each employee must have a copy of the current Operating Rules and Timetable accessible while on duty.

Employees Must:

- ensure Bulletins and Notices are read and understood;
- obtain, read, discuss and sign or initial operating authorities as required (GBO/DOB/OCS Clearance);
- confirm proper designation of train/engine on journal and all operating authorities;
- identify presence of dimensional, speed restricted and special dangerous cars;
- ensure proper documentation for all dangerous goods;
- discuss and review items affecting the territory the train or engine will operate over;
- obtain permission to depart and confirm routing and limits of authority, including those limits applicable on their GBO or DOB.



Disaster avoided

When a rough spot was discovered on the BSNF as a train passed over, the crew notified a second train to be on the lookout. It turned out to be a broken rail!

Photos courtesy OCR

ALERT CREW HELPS AVOID MAJOR INCIDENT

By Dave Watts

A potential incident was avoided when the crew of a lead train advised the crew of a second train of a possible track issue on the BNSF.

On Sunday, March 11, a train crew felt a rough spot in the rail around milepost 687.7 just south of the Frisco Rock Plant. The 'Big Brown' coal train was about an hour behind the first train when they were notified to be on the lookout for the mysterious 'rough spot'.

As the coal train approached the milepost, it slowed to 6 mph instead of resuming 40 mph so the crew could look for it. The problem was finally spotted – the rail had completely snapped and had sunk down about a foot. Six cars managed to navigate the snap before the train stopped.

There was no derailment and no injuries were reported. However, a nearby crossing was blocked for three hours.



Quick & Easy

"BEEF AU VIN"

3	individual celery stalks
2	medium onions
2 or 3	zucchini
2	medium tomatoes
1	large green pepper (sweet)
1	large red pepper (sweet)
1	package of fresh mushrooms (a dozen or so med sized mushrooms etc)
1	large package of beef bourguignon (option: sliced steak or stewing beef)
1 tbsp	olive oil
1 tbsp	basil
1 tbsp	oregano
3/4 cup	white wine
	salt & pepper

- Chop celery stalks, dice onions, clean and slice zucchini, peel and slice tomatoes, green and red pepper and sauté in large skillet with olive oil until all lightly cooked.
- In a casserole, lightly grease (w/butter or margarine) and spoon a third of the vegetables from the skillet into the bottom of the casserole.
- Place beef on top of the layer of veggies, add salt & pepper to taste.
- Cover the beef with the balance of the vegetables, then sprinkle the basil and oregano on top of the vegetables.
- Pour 3/4 cup of wine over the beef, then cover.
- Place casserole into pre-heated 325 F. oven and leave for 90 minutes (the longer, the more tender the meat)
- Remove top about 15 minutes prior to removing from oven.
- Serve with rice or pasta (boiled or mashed potato optional)

INCIDENTS & ACCIDENTS

Through March, 2007



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



OTTAWA RESPONDERS GET TRAINING

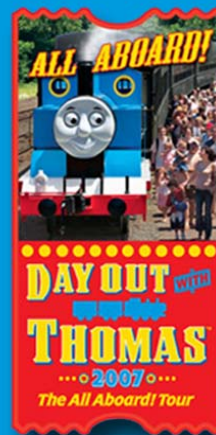
The Railway Association of Canada's Dangerous Goods team facilitated a training course for Canada's emergency response contractors on effective response to railway incidents involving dangerous goods.

Working with the members of CERCA (Canadian Emergency Response Contractors' Alliance), a training course called Railway Emergency Response was developed and delivered at the Emergency Response Training Center (ERTC) in Pueblo, Colorado from April 16-20, 2007.

Some 36 Canadian emergency response contractors attended this course including members from Ottawa's Drain-All Ltd who could potentially find themselves working on OCR property.

See Andy Ash on page 7

Book your date with Thomas!



Aug. 17, 18, 19
Aug. 24, 25, 26

Walkley Yard
3141 Albion Rd S
Ottawa

Tickets On Sale May 1

www.dowtottawa.ca

Presented in association with
Ottawa Central Railway

Performance Indicators

March, 2007



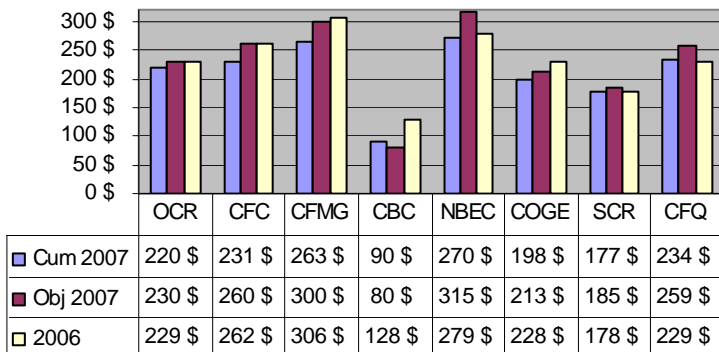
Our Mission:

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

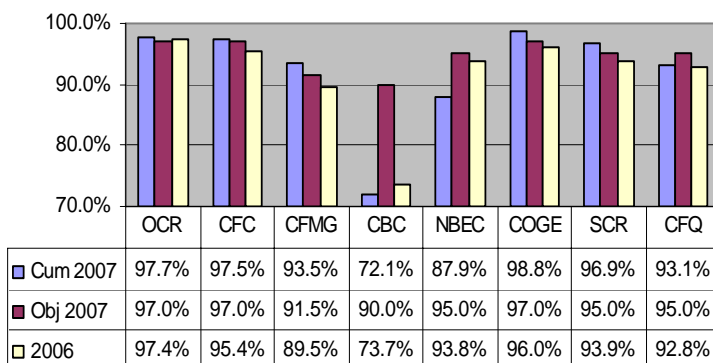
Basis of the Mission:

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

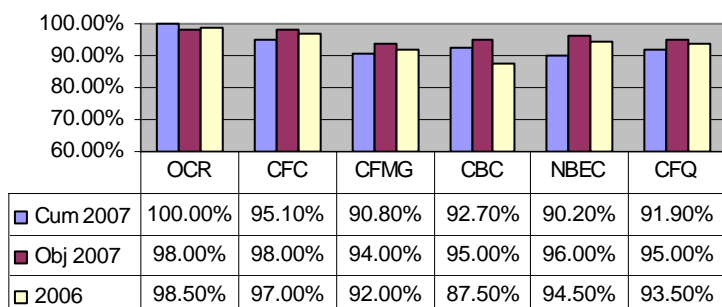
Total revenues/employee (000 \$)



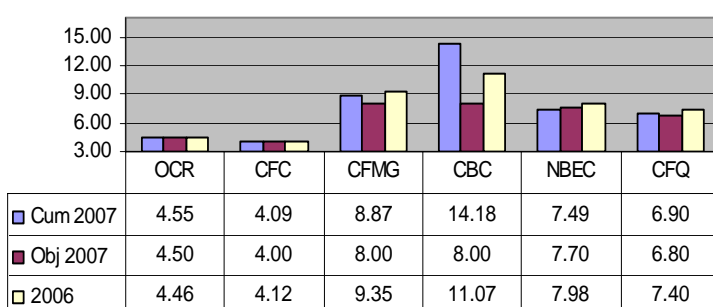
Attendance



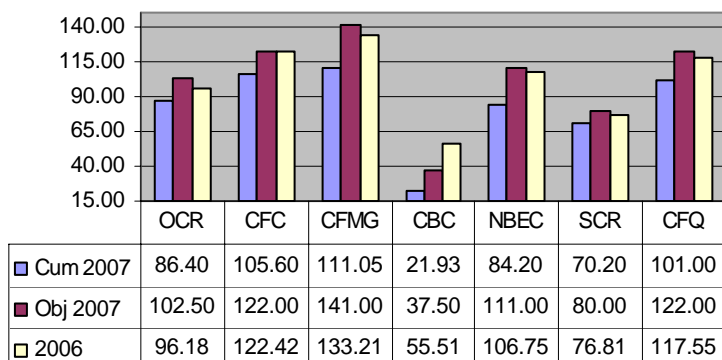
Weekly Car Placements (% Placed / Garanteed)



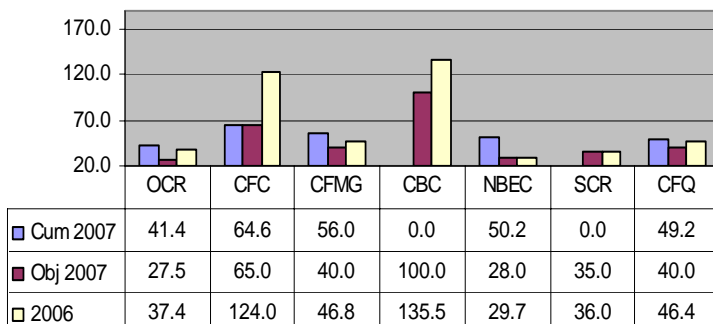
Car cycle (Days (empty-load))



Fuel Consumption (GTM/litre)



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





By Serge Beauchamp



40.1 PROTECTION OF TRACK WORK ON OTHER THAN MAIN TRACK

Serge Beauchamp chose CROR Rule 40.1 as the Safety rule of the Month

NOTE (i) This rule is not applicable on main tracks, signalled sidings and other signalled tracks, or on other tracks specified in special instructions.

NOTE (ii) Before starting any track work on a siding, the RTC must be advised. Before starting any track work on a yard track, the yardmaster, where employed, must be advised.

(a) Before any work is started, which may make the track unsafe for a train or engine movement, track forces or other employees will provide protection as follows:

(i) Each switch must be locked with a special lock in the position which will prevent a train or engine from operating on the portion of track where work is to be performed; or

(ii) place a red flag by day, and in addition, a red light by night, or when day signals cannot be plainly seen, between the rails in each direction from the working point. When practicable, such signals must be placed at least 100 yards from the working point and where there will be a clear view of them from an approaching train or engine of 300 yards if possible. When there is equipment on that track which prevents a clear view from an approaching train or engine of 300 yards, the red signals must be placed to include such equipment.

Before starting any track work at any location where the work will be protected by the use of the prescribed red signals, foremen must ensure the signals will be visible to all trains and engines moving and or switching within these limits.

(b) A train or engine approaching a signal prescribed by paragraph (a), clause (ii), must be stopped before passing it and must not proceed beyond such signal until it has been removed. An employee of the same class who placed the red signal may alone remove it, but only when authorized by the foreman.

(c) Equipment must not be placed on the track being protected which will block a clear view of the red signals.

Every month, an OCR Employee selects the "OCR Safety Rule."

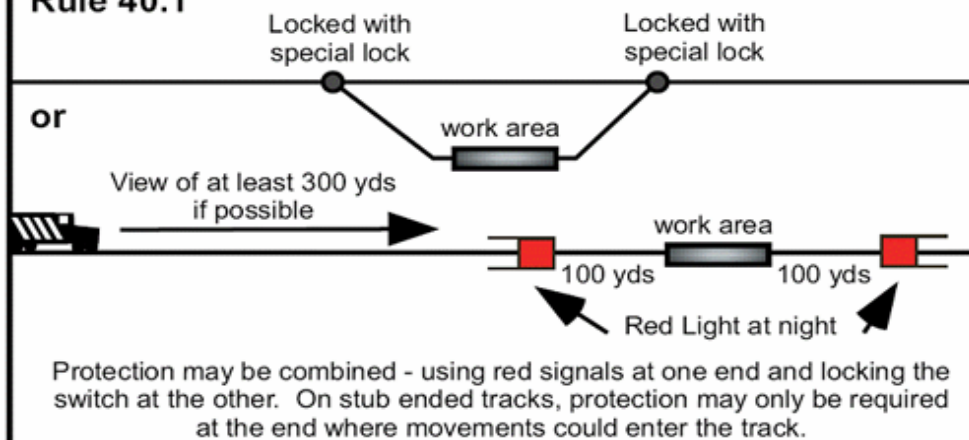
Fun With Words (6)

For those who love the philosophy of hypocrisy and ambiguity...

1. When you've seen one shopping centre, you've seen a mall.
2. When she saw her first strands of hair, she thought she'd dye.
3. Bakers trade recipes on a knead to know basis.
4. Marathon runners with bad shoes suffer the agony of de feet
5. He had a photographic memory which was never developed.
6. He responded, "that was only two-thirds of a pun, P U."

SPECIAL INSTRUCTION - SIGNALLING DIAGRAM

Rule 40.1



Andy Ash from page 4

The goal of the RAC DG Team was to provide training to contractors on Canadian railway operations, regulations and to familiarize the contractors on what they could encounter in the event of an incident involving dangerous goods in rail transport.

The Railway Emergency Response course content involved some lecture sessions by the ERTC instructors, RAC, CN, Transport Canada and Imperial Oil representatives. A majority of the course however, was to use the world class facility at the ERTC which contains realistic props and response scenarios.

The contractors found themselves repairing damaged tank car valves, transferring products, flaring with “live” liquid petroleum gas (LPG), plugging holes in tank cars, conducting damage assessment, incident command, and for the big finish, the contractors were required to respond to a major derailment involving fire, explosions and leaking tank cars – at night.

The contractors were faced with developing a command structure, assess the situation, make priority decisions and finally respond to the incident in a safe manner while considering their own safety and that of other response personnel, general public and the environment. The realism of the props and scenarios provided the contractors with an eye-opening training experience.

It should be noted that the RAC, OCR and rest of the Canadian railways work very hard (and statistics prove it!) to make sure incidents like those listed above remain as training and not reality.

**Andy Ash is Manager,
Dangerous Goods, RAC**
Email: andya@railcan.ca



Photos courtesy Andy Ash
The R.E.R. course included dome work (top left), flaring with “live” liquid propane (top right), product transfer (lower left) and leak servicing (lower right).

DANGEROUS GOODS AWARENESS TRAINING SESSION A HUGE SUCCESS

**April 27 activity draws over 45
delegates**

As the “Safety Expo and Open House” often refers to a two day activity, the first day is generally closed to the public.

It’s a day when Ottawa’s professional emergency response teams can gather to learn about the latest safety elements around railways and specific situations.

Approximately 45 emergency responders took part in the day-long activity.

See Training Day, Page 9

HAPPY BIRTHDAY!

Cyril Wolfe

Vince Mayhew

Pat Robinson

Roger Trempe

John Campbell

HAPPY ANNIVERSARY!

Bill Campbell - 7 Years

Devon Moore - 2 Years

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

Steele Rail

**Don
Steele**



Returns next month

More OCR Open House from page 2

Another popular attraction inside the tent was a display with information on this summer's visit to OCR by "Thomas The Tank Engine!"

"As soon as the model of 'Thomas' was spotted on the table, families rushed over to find out more," says 'Thomas' spokesperson, Bill Watson. "I'm sure I could have sold lots of tickets on the spot, but they won't be available until May 1st. 'Thomas the Tank Engine' will visit OCR for two weekends in August, the 17, 18 and 19 and again a week later, the 24, 25 and 26th.

Special Guests

OCR welcomed special guests to the Open House. The 12:00 noon ceremony included greetings by Gloucester-Southgate councilor **Diane Deans** and the Honourable **David Collenette**, former Liberal Transport Minister, now Chair of the Mayor's Task force on Transportation.

Christmas Cheer Fund benefits

The "Christmas Cheer Fund" benefited from the days activities. Supported by the Ottawa Food Bank and the Christmas Exchange, the "Christmas Cheer Fund" raises month needed cash for the preparation of food hampers and distribution of food vouchers at Christmastime.

Marilyn Matheson brought in volunteers from the Christmas Exchange while Peter Tilley and Liz Wood coordinated volunteers from the Ottawa Food Bank.

Next year will mark Ottawa Central Railway's tenth year of operation, and the planning has begun for next year's event.



Walking by the Bytown Railway Society's antique *Vermont Central* crane, OCR's Serge Beauchamp (front left) and Vicki Middleton (right), maintain vigil over Walkley Yard during the Open House. Close to 4-thousand hardy souls braved the bone chilling drizzle.



A little rain doesn't hurt!

OCR's Open House saw hundreds of families line up for a cab ride! On numerous occasions, the trains were four runs behind!

But there was shelter!

The huge 120' tent provided a covered area to get info on rail safety, check the exhibits and chat with exhibitors.

Photos courtesy Dave Watts

More pictures on Page 9

Congratulations Ian & Jodi!
Our Open House draw winners!

Ian Hunter won the Lionel train set courtesy of the "Christmas Train Store" in Kanata
Jodi White wins a cab ride to Pembroke and back courtesy OCR



Taining Day from Page 7

The day began at the Jim Durrell Centre then moved back to Walkey Yard in the afternoon for hands-on training.

The afternoon sessions included

special demos on the CCPX tankcar and other railway equipment.

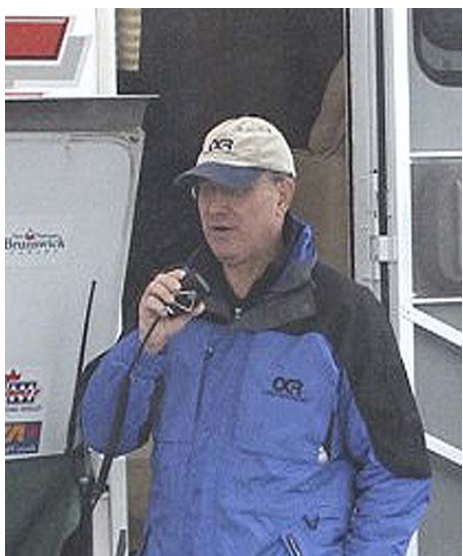
The Dangerous Goods Awareness Training Seminar was presented by the Railway Association of Canada and Ottawa Central Railway.



Photo © Ian McCord, 2007

A-Channel's Jeff Hopper drops by to promote the April 28th OCR Open House (above). Former federal Transport Minister David Collette welcomes visitors to OCR's Open House (below).

Photo © Ian McCord, 2007



Farewell Vicki and best wishes for continued success at Environment Canada

May 4, 2007

To all my friends at OCR:



Please allow me a brief note to say thank you! Thank you for your patience and kindness during my time here at OCR. Thank you all for making my 9 months fun and exciting... and extremely interesting... I have learned more about the rail industry in 9 months then I ever expected to know in a lifetime.

The team at OCR has etched a lasting impression on me, and I'll never be able to cross the tracks again without wondering if the rails are 80 or 100 lbs, if the 440 is still running, if the locomotives are performing well, if any new rail business has been drummed up, if month end balances and if the caboose is still up on bricks....

To the team at OCR, you are a fantastic group of people and I will certainly miss everyone.

*Thank you.
Warmest regards,*

Vicki

*Vicki Middleton
Ottawa Central Railway*

The Corner Office by James Allen

While revenues for the month of March were \$7K greater than Budget, expenses were \$33K unfavourable to Plan. A good portion of this is related to an allowance for the collection of an account deemed uncollectible, but which was recently paid. We will recognize this pick-up in the future.

Repairs to our locomotive fleet for the month and first quarter continue to run higher than Budget and previous year.

Take a couple of minutes and look at the OCR Performance Indicators (Page 5) where you will see of the 6 tracked areas we are behind in 4 although not by much.

As we improve revenues, reduce car cycle times, improve locomotive fuel consumption and reduce incidents/accidents we will meet and beat our targets!

The 7th OCR Open House, part of Rail Safety Week in Canada, was once again a great success! In spite of the poor weather - is it ever good for our event? - an estimated 3,500 people visited Walkley Yard. I was particularly glad to see so many families with young children visiting the tent area, taking a locomotive ride and learning about rail safety.

On the Friday, the RAC/OCR hosted approximately 45 Emergency Responders, Fire, Ambulance, Police etc spending the morning in class followed by "hands-on" demonstrations of the CCPX Tank Car and other railway equipment.

See Corner Office, page 12

Make Every Day a Safe Day!

The Ian McCord Photo File

Dangerous Goods Awareness Training Seminar
Safety Expo & Open House



The Dangerous Goods Awareness Seminar
(photos above) was held Friday, April 27, 2007

Exclusive to The Spareboard!

Railway consultant and photographer Ian McCord presents a random display of photos from the **Dangerous Goods Awareness Training Seminar** (left side of page) and the 7th **OCR Safety Expo and Open House** (below).

All photos © Ian McCord, 2007





The Ian McCord Photo File

Dangerous Goods Awareness Training Seminar
Safety Expo & Open House



Dangerous Goods Awareness Seminar and the 7th OCR Safety Expo
and Open House.

All Photos © Ian McCord, 2007

Special thanks to the following OCR staff for your help and assistance in presenting our best Open House yet!



Ben Beauchamp



Jon O'Neil



Marc-André Gagnon



Bill Campbell



Claude Talbot



Luc Larose



Malcolm Dobie



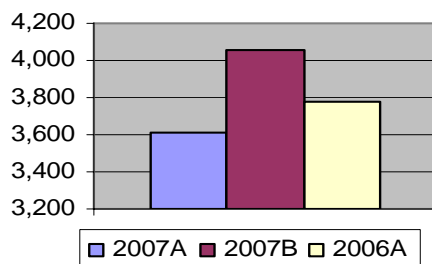
Mathieu Houle

Performance Indicators

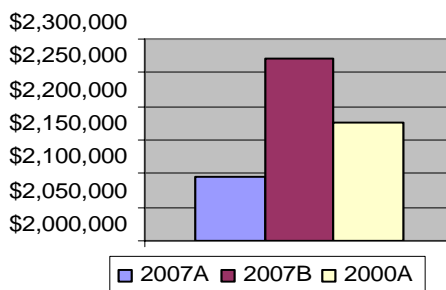
March, 2007



No. of cars



Revenues



Corner Office from page 9

A special tip of the OCR cap to Ian McCord and Dave Watts for their tireless efforts in making the day possible.

Finally, the whole event could not have taken place without the help of the following OCR employees: Vicki, Roy, Jon, Malcolm, Devon, Dennis, Luc, Jerry, Claude, Marc-Andre, Bill, Mathieu, Serge and Ben. All of you put a "face" to the Ottawa Central Railway as well as delivering the message that "Safety is Job 1" at OCR.

Remember to make every day a safe day!

"IN BOX" Top Pick



Subject: Proof of marriage in the animal kingdom

The Spareboard

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Serge Beauchamp



Devon Moore



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