

The Spareboard

Ottawa Central Railway



Mar., 2008 Vol 4 No 3

OBSERVATIONS

Transportation & Engineering

By Luc Larose Page 8 & Serge Beauchamp

The Balancing Act

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Don Steele



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March Safety Audit

COMPLIANCE ON MOST RULES HIGHLIGHTS AUDIT

Fern Essiembre, Serge Fournier of CFQ, Luc Larose, Jerry Kelly and James Allen from Ottawa Central Railway conducted this audit.

On Monday March 17th, train 520 was observed between Vankleek Hill and Coteau. Radio communications, shop test, radar at different locations, public crossings manually protected at Vankleek Hill and pull-by inspections were all done according to Rules. Permission from Forman was done according to Rules by both parties. Both engineering employees were seen outside their track unit inspecting train at Vankleek Hill crossing without hardhats.

While proceeding to Coteau via highway we noticed that public crossing at grade located at mile 4.62 Vankleek sub had no reflectorized bar on the post. The crossing is protected with cross-bucks only. This is a main highway with a maximum speed of 80 km.

Audit continued on Page 3

Special guests at OCR Safety Expo & Open House



Photo: Dave Watts

Ottawa Mayor Larry O'Brien (L) and popular local entertainer Robin Averill take a moment out from their visit to OCR's Safety Expo & Open House. Mayor O'Brien recognized OCR's commitment to rail safety; Robin Averill entertained visitors all afternoon.

See Page 10

OCR EVENT PARTNERSHIP WITH CN CONTINUES TO SHOW INDUSTRY LEADERSHIP

In it's latest report, Ottawa Central Railway continues to lead other shortlines in measured "Timeliness" and "Completeness" of actions undertaken.

Mark Laliberté, President, CFQ is ecstatic with the results! "Our 5 divisions finished in the top 5 spots among the 70 shortlines which CN measures," said Mr. Laliberte in a message to all staff.

See Congratulations, Page 10

To all OCR Operating Employees

OCR Response to Transport Canada Safety Audit

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COLIN CHURCHER

presents

Railway historian and author Colin Churcher presents colorful insights into rail history in and around Eastern Ontario.



The Bridge over the Ottawa River at Fitzroy Harbour

By Colin J. Churcher and Ray Farand

The Beachburg subdivision, used by the Ottawa Central Railway between Ottawa and Pembroke was built by the Canadian Northern Ontario Railway as part of its transcontinental main line. It avoided Arnprior and Renfrew while the surveyors sacrificed farm and other buildings to maintain a direct routing. This resulted in two large bridges across the Ottawa River at Portage du Fort and Fitzroy Harbour to carry the line through Quebec.

Surveys were started in 1906 and the contract for the Fitzroy bridge was let to W.P. Costello and Gordon Munro of Pembroke in November 1912. In 1913 it was decided to interchange the two through Pratt trusses in order to give a freer passage for the passing of logs down the river. The bridge is of steel and concrete and is 1590 feet long. The line was constructed eastwards from North Bay and track was not laid across the bridge until 1915. The first official train, a Parliamentary Special, passed over the bridge very early in the



Ex-Canadian Pacific steam locomotive 1201 crossing the Fitzroy Harbour bridge eastward on 7th October 1990 with the "Autumn Valley Express". Photo taken, without bystanders, by Raymond Farand.

of 13th October 1915 having left Ottawa at 23:15 the previous evening.

In the late 1980s there were a number of steam excursions over this line hauled by ex-Canadian Pacific Railway 4-6-2. Ray Farand writes about one of these trips.

"I was standing near the CN bridge over the Ottawa River just west of Fitzroy (Ontario), waiting for the 1201 to return on the final leg of the Ottawa-Pembroke excursion on October 7, 1990. With 1201's whistle barely audible in the distance, two teenagers ran towards the bridge. Without breaking stride one teenager asked "Did you hear a train coming?" "Yes" was my reply, "it will be here in about ten minutes." I expected them to stop short of the bridge, but they kept right on going out onto the first span of the 3/10 mile long bridge.

"Arriving at the nearest offshore concrete pier, the two dropped down and crawled underneath the decking

to wait for the train. "Arriving at the nearest offshore concrete pier, the two dropped down and crawled underneath the decking to wait for the train. "Hey, you probably don't realize that a steam train is coming and you might get scalded by hot water or steam dumping on you." With 1201 approaching the far end of the bridge I yelled "If you are too stupid to get out of there, at least go to the other side and out of my picture."

"Slowly 1201 and her consist rumbled across the bridge. As the last coach gained the Ontario shoreline I watched for the two teenagers to 'surface'. Much to my amusement, one of the lads was standing on top of the concrete pier wiping at his head and shoulders with a picking motion. I can't be sure, but I suspect that a passenger on the train delivered a very unwelcome message.

See Bridge on page 7

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

MARCH AUDIT OVERVIEW

RULE OBSERVED	# of TIMES	COMPLIANCE
12.2 (switching by radio)	19	Yes
14(l) (whistle at crossings)	8	Yes
17	6	Yes
Rule 26 (Blue flag)	4	Yes
		Yes
90 SSI (calling to air waves)	4	Yes
103 (b) manual protection of crossing	4	Yes
103.1 (warning devices public crossing at grade)	6	Yes
104(a) (main track switch lined and locked in normal position)	5	Yes
104 (e)	5	Yes
104 (c) (non main track switch)	7	Yes
104 (d)	1	Yes
104(k) (switch properly lined for movement)	5	Yes
104.5 (derails)	7	Yes
112(ssi ii) (push-pull)	5	Yes
112 (ssi (iii) (chart)	5	Yes
113 (coupling to equipment)	4	Yes
115 (pushing equipment)	4	Yes
120 Radio terms	7	Yes
121 Positive identification	10	Yes for 8 and 2 non-compliance at Coteau between CN and a member of our crew
122 content brief and clear	6	Yes
123 verification procedures	8	Yes
136 Copying repeating and completion of authorities	3	Yes
311(b) SSI 1 written authorities between foreman an crew	2	Yes
Speed of train (radar)	4	Yes
G.O.I. Section 6 B2 shop test	3	Yes
GOI 7.4 (b) bottling the air	6	Yes
G.O.I. 4.7 Protective equipment	8	Yes except for 2 that had no hard hats and one no vest while starting up locomotives.

Audit from Page 1

Some of the equipment we transport on this sub is empty flat cars and a few of them have no reflectorized stripes on the sides thus making it very difficult to see at night or when weather conditions deteriorate.

At Coteau radio communication between CN and our train crew were less formal with first names used many times by both parties. It was noted that the initial conversation using a first name was initiated by CN. Switching between members of our train crew and communication between members of our train crew and the CN RTC were done according to Rules.

Train 537 was observed switching in Walkley yard. Radio Rules regarding switching, pushing equipment, hand operated switches and securing equipment were done according to Rules.

Train 440 was followed to Coteau and radars were conducted throughout the trip. No violation of train speed occurred and radio procedures regarding switching operations at Coteau were done according to the Rules.

Communication with the RTC regarding a Rule 564 authority was done according to the Rules.

On Tuesday March 18th all tracks at Portage du Fort and also all tracks at Smurfit Stone were verified. Equipment was properly secured at all locations. Blue flags, derails and switches were all secured according to Rules.

Train crew was observed switching at the mill and all was done according to Rules.

March Audit continues on Page 7



SOUTHERN STYLE GUMBO GROUND BEEF

- 1 Medium to Large onion, sliced
- 1 medium green pepper thinly sliced
- 2 stocks celery, thinly sliced
- 2 tbsp shortening
- 2 lbs lean ground beef
- 1 can Chicken Gumbo Soup (condensed)
- 2 or 3 drops of Louisiana style hot sauce
- 1 tsp salt
- ¼ tsp freshly ground black pepper

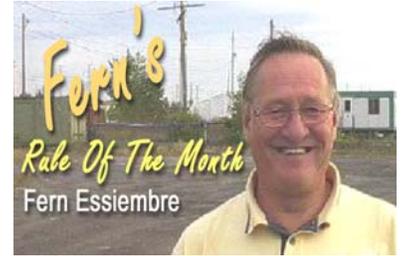
Lightly sauté onion, pepper and celery until soft with the shortening in a medium skillet. Add the beef and stir until browned through. Add the soup only (not any extra water). Add the salt, pepper and a couple of drops of hot sauce to taste. Gently simmer for 5 minutes. Simply serve on fresh hamburger buns or with rice and tossed garden salad.

INCIDENTS & ACCIDENTS

Through March, 2008



	Mar 2008	FIN 2007	FIN 2006	FIN 2005	FIN 2004	FIN 2003	FIN 2002	FIN 2001
Main Track Accidents*	0	3	0	4	0	2	0	1
Non-Main Track Accidents*	2	11	13	10	9	11	6	8
Crossing Accidents	2	4	1	1	2	2	4	2
Trespassing Incidents	0	0	0	0	0	0	1	5
Employee Injuries*	2	2	1	3	2	5	8	0
Cardinal Rule Violations	0	0	0	1	0	0	0	2
Hyrail Accidents	0	1	0	0	1	0	0	0
Vehicule Accidents	0	1	1	1	1	1	0	1
TOTAL	6	22	16	20	15	21	19	19
Other	0	8	7	8	20	13	12	0



34. FIXED SIGNAL RECOGNITION AND COMPLIANCE

(a) The crew on an engine and snow plow foreman must know the indication of each fixed signal (including switches where practicable) before passing it.

(b) Crew members within physical hearing range must communicate to each other, in a clear and audible manner, the indication by name, of each fixed signal they are required to identify. Each signal affecting their train or engine must be called out as soon as it is positively identified, but crew members must watch for and promptly communicate and act on any change of indication which may occur.

(c) If prompt action is not taken to comply with the requirements of each signal indication affecting their train or engine, crew members must remind one another of such requirements. If no action is then taken, or if the locomotive engineer is observed to be incapacitated, other crew members must take immediate action to ensure the safety of the train or engine, including stopping it in emergency if required.

NOTE: The indication of a switch target or light need not be communicated unless it indicates that the switch is not properly lined for the train or engine affected.

Fern

Other Incidents

	Mar 2008	TOT 2007	TOT 2006	TOT 2005	TOT 2004	TOT 2003	TOT 2002	TOT 2001
Human Factor	1	4	2	4	3	5	3	4
Ice & Snow	0	1	1	0	0	0	1	1
Track Conditions	0	3	4	1	1	0	1	1
Vandalism	0	0	1	0	0	0	0	1
Equipment	0	0	0	0	0	0	0	0
3rd Party	1	2	5	5	5	6	1	1
Other	0	1	0	0	0	0	0	0
	2	11	13	10	9	11	6	8

We Have Winners!
See Page 12 for winning names!

An exceptional resource

www.railcan.ca

Performance Indicators



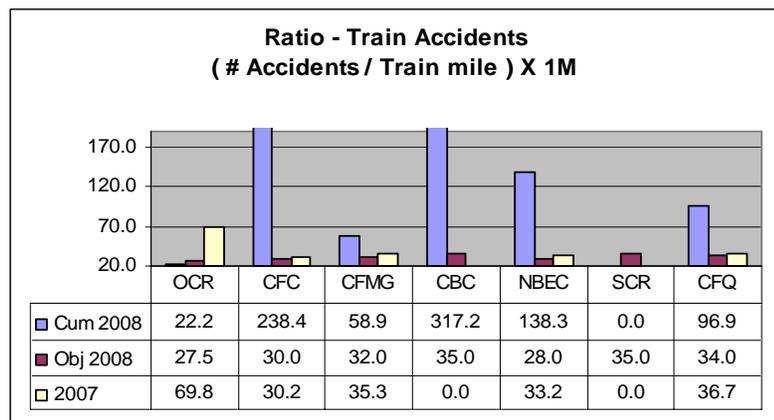
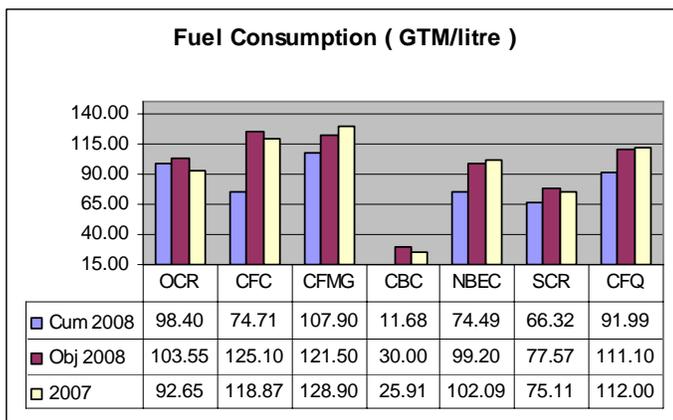
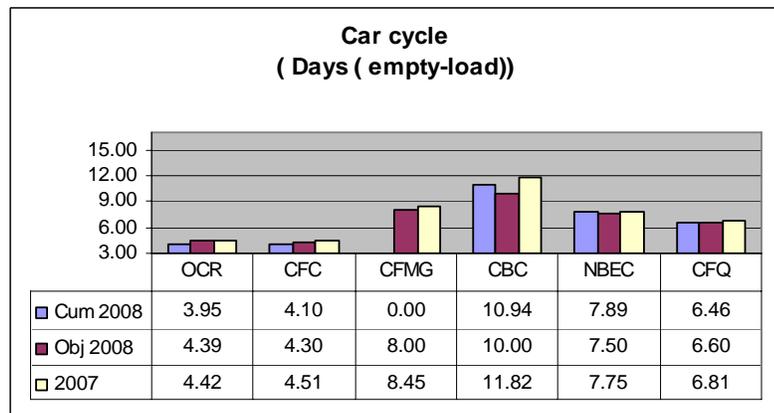
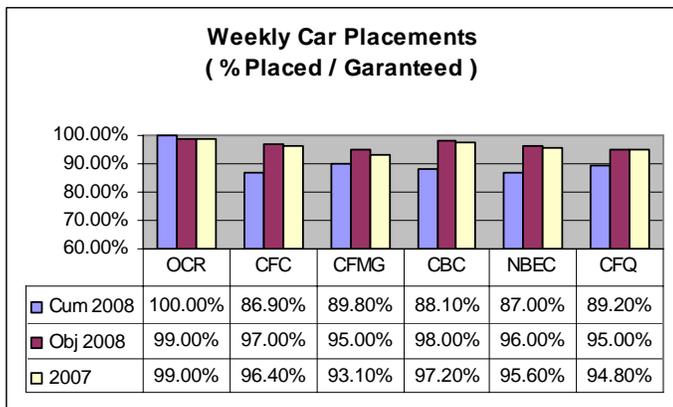
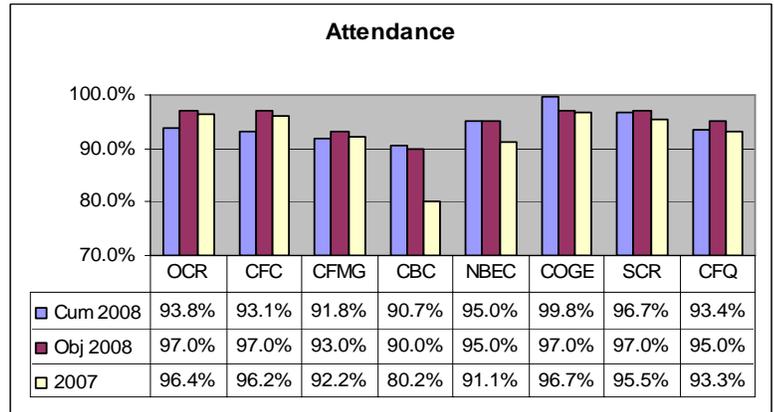
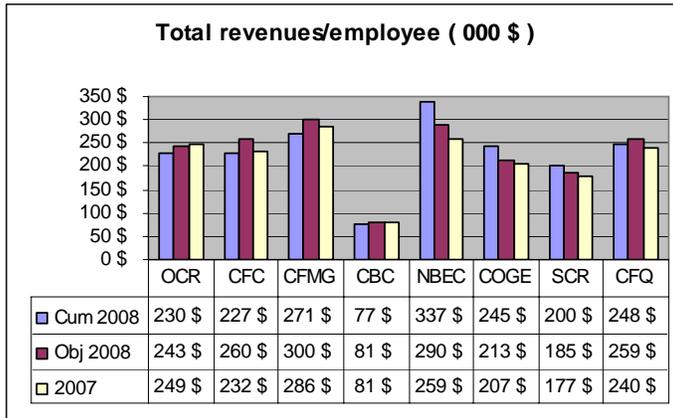
March, 2008

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.



Observations - Engineering and Transportation
See Pages 8 and 9

The Balancing Act

Tips to Balance Your Life and Keep You Emotionally and Physically Fit

UNDERSTANDING ALLERGIES



“The Balancing Act”

is reprinted courtesy Shepell-fgi and is supplied as a service to OCR Staff by:

Laurent Caron,
Director,
Human Resources,
Chemin de fer du Quebec



Laurent Caron

Hives, runny nose, itchy eyes, eczema and asthma: all can be signs and symptoms of an allergy. Defined as the abnormal reaction of the body’s immune system to a substance (i.e. allergen), most allergies are not serious, but they are on the rise. While scientists can’t agree on the cause of escalating allergy rates, research has offered up some interesting insights.

Allergies can range from a minor annoyance to a potentially life-threatening concern.

What are common triggers and signs of allergies?

Respiratory allergies like *hay fever* can be caused by a host of elements swirling around in the air—from grass, ragweed and other plant pollen, to animal dander, dust and mould. Symptoms include: coughing, sneezing, feeling congested and an itchy throat, nose and eyes. *Asthma*, a disease which affects the lungs and ability to breathe well, is also a very common childhood reaction to a number of different allergens.

Though **food allergies** are more common in young children, they can result in a range of reactions. While some people might suffer from mild diarrhea, cramping or nausea, others reactions, such as vomiting, swelling of the face and tongue, dizziness and trouble breathing, may signal a more severe allergy.

The **skin** can also react when the allergen either touches the skin or is ingested. *Hives*, which usually look like large red welts can show up gradually or appear instantly, and *angioedema*—a more profound

swelling around the lips and eyes and sometimes hands and feet—can signal a serious allergic reaction to **bee, wasp or other insect stings** (another very common allergen), animal dander, food, medication and pollen amongst others. *Eczema*—a condition which causes extremely red, dry, itchy skin—can also be caused or worsened by exposure to an allergen.

While almost any **drug** has the potential to cause an allergic reaction, those antibiotics related to penicillin pose a higher risk. Insulin, local anesthetics and iodine are thought to be common drug sources of allergic responses.

Are some foods more allergic than others?

Though there is the potential for the body to react to almost any food, in North America nine food allergy troublemakers stand out from the pack: peanuts, tree nuts, milk, sesame seeds, egg, soy, seafood, wheat and sulphites (usually found in processed foods).

Can you develop an allergy as an adult?

The short answer is yes—you can develop an allergy at any point in your life. If you notice signs of an allergic reaction, avoid the offender if you’re able to pinpoint the allergen. Allergies have sometimes been known to start off mildly, then, through continued exposure, develop into **anaphylaxis**—a rare but severe response that can cause a sudden drop in blood pressure and constrict the bronchial tubes, which can make it difficult to breathe and, in rare cases, can result in death.

Balancing Act continues on Page 7

**Balancing Allergies
From Page 6**

If you think you may have suddenly developed an allergy, get a referral to see an allergy specialist from your doctor. The specialist will likely perform a simple test— where your skin is lightly pricked with a series of common allergens—to uncover the source of your reaction.

Someone I know has a severe allergy, what should I do?

First off, it’s important that you **take the allergy seriously**. Be considerate: if the person has a severe allergy to latex or food (common anaphylaxis-causing allergies), **avoid contact with the allergen** whenever the person is around. Read labels carefully to ensure you don’t accidentally serve up a reaction and wash your hands thoroughly if you’ve recently come into contact with the allergen. Ensure the person with the allergy carries **epinephrine**—a drug usually given via a needle, which can provide someone in anaphylactic shock with relief from the reaction (though he or she should still go to the hospital immediately). Because someone in anaphylactic shock may not have the wherewithal to self-administer the shot, get a primer on how to give a dose of epinephrine from your doctor or pharmacist, in the event of an emergency. Allergies can range from a minor annoyance to a potentially life-threatening concern.

Avoid discomfort or an emergency by arming yourself with information, taking sensible precautions and mapping out an action plan for treatment in a crisis situation. Doing so can give you peace of mind and help you and those around you stay reaction-free.

Need support to develop your own healthy habits? Your Employee Assistance Program (EAP) can help. You can receive support through a variety of resources. Call your EAP at 1.800.387.4765 for service in English, 1.800.361.5676 for service in French



March Audit from Page 3

Train crew was observed switching at the mill and all was done according to Rules.

The afternoon yard switcher was observed in Walkley yard and no issues were noted. In the evening radar was done on train 440 on the Alexandria sub. No violation of speed occurred and calling of signals was done according to Rules.

On Wednesday Mach 19th train 520 was observed at Vankleek Hill. Locomotive engineer was observed starting locomotives without any vest.

The crew then observed us. Shop test, manual protection of the crossing and inspection were done according to Rules.

Engineering employee was noticed outside his track unit without hardhat. Permission from foreman was all done according to Rules.

Jerry Kelly was with the military

train at Pembroke and did observations. All was done according to Rules.

All of Transportation employees have been observed at least once during the audit. We were only able to observe two engineering employees.

The
LAWS OF LIFE!
(Part 4)

Murphy's Law of Lockers
If there are only two people in a locker room, they will have adjacent lockers.

Law of Rugs / Carpets
The chances of an open-faced jelly sandwich landing face-down on a floor covering are directly correlated to the newness and cost of the carpet / rug.

Law of Logical Argument
Anything is possible if you don't know what you're talking about.

Bridge from Page 2

”I wish I could have been close enough to see the F-L-U-S-H-E-D expression on his face! They'll likely think twice about climbing under there again.”

Sources: Orders in Council PC 1912-2600 of 30th September 1912 and PC-1913-2383 of 24th September 1913. Board of Railway Commissioners orders 17676 of 8th October 1912 and 20499 of 6th November 1912. Newspapers: (dates will be provided on request) Shawville Equity, Renfrew Mercury, Ottawa Journal, Rideau Record, Eganville Leader, Perth Courier. Bytown Railway Society, Branchline, May 1990; January and July/August 1996.

OBSERVATIONS

Engineering

By: Serge
Beauchamp



Non-compliance

Per employee

Subject (rules)	Jan	Feb	Mar	YTD
Securing work equipment, machinery				0
Fusees (CROR 11)				0
Emergency Protection (CROR 35)				0
Protection of track work on other than main track (CROR 40.1)				0
Planned work (CROR 42)				0
Slow track protection (CROR 43)				0
Protection both directions (CROR 45)				0
Mounting of signals (CROR 46)				0
Track occupancy permit (TOP) (CROR 49)				0
Defining clearance limits of authority (CROR 81.2)				0
Copying, repeating and completing (CROR 136)				0
Clearance in lieu of TOP (CROR 312)				0
Protection of track work (CROR 807)				0
Track occupancy permit (TOP) (CROR 815 and SI 1)				0
Cancelling authority (CROR 825,826)				0
Hand operated switches (CROR 104)				0
Derails (CROR 104.5)				0
Inspecting passing trains (CROR 110)				0
Radio terms (CROR 120)				0
Positive identification (CROR 121)				0
Content of radio communications (CROR 122)				0
Verification procedures (CROR 123 SI 1)				0
Authorities placement in cab of TU				0
QRC job briefing Policy (GOI 4(4.8))				0
Personal Protective Equipment (PPE) (GOI 8(4.3))		1	2	3
others				
Safety watch				
TOTAL Non-compliance	0	1	2	3
TOTAL Observations	9	11	9	29
% Non-compliance	0%	9%	22%	10%

Track employees	Jan	Feb	Mar	Tot YTD
Benoit Beauchamp	2	3	3	8
Patrick Beauchamp	2	3	3	8
Georges Brohart	2	2	3	7
Lavern Brohart	2	2	3	7
Wayne Brohart	4	5	4	13
Sean Gill	3	5	3	11
Vincent Mayhew	2	2	3	7
Richard Myre	3	5	3	11
Cyril Wolfe	2	2	3	7
Contrator				0
X-Rail		9		9
Transp.employees				0
Monthly Totals	22	38	28	88



Happy Birthday

Cyril Wolfe

Vince Mayhew

Pat Robinson

John Campbell

Kamila Burzynska

Happy Anniversary

Bill Campbell - 8 Years

Devon Moore - 3 Years

*Congratulations
from all your friends at OCR!*

**Make Every
Day
A Safe Day!**



OBSERVATIONS
Transportation

By: Luc Larose



Non-compliance

Per employee

Subject (rules)	Jan	Feb	Mar	YTD
General Rule A				0
Switching by radio (CROR 12.2)				0
Engine bell (CROR 13)				0
Whistle (CROR 14)				0
Headlight (CROR 17)				0
Markers/TIBS (CROR 19)				0
Blue Flag protection (CROR 26)				0
Fixed signal recognition (CROR 34)				0
Planned Work (CROR 42)				0
Slow Track protection (CROR 43)				0
Operatin bulletins, DOB, TGBO (CROR 83, 83.1)				0
Train location report (CROR 85.1)				0
Public crossings at grade (CROR 103)		2		2
Hand operated switches (CROR 104)				0
Deraills (CROR 104.5)				0
Speed on other than main track (CROR 105)				0
Train inspection (CROR 111)				0
Securing equipment (CROR 112)				0
Coupling to equipment (CROR 113)				0
Fouling other tracks (CROR 114)				0
Pushing equipment (CROR 115)				0
OCS Rules				0
Stopped by a red flag				0
Other - CROR__121_____				0
Riding equipment (GOI 8.(12.4))				0
Getting on and off moving equipment (GOI 8 (12.5))				0
Independent brake valve (GOI 6 (D3))				0
Crossing the track(s) (GOI 8 (4.5.3))				0
Walking on rail (GOI 8 (4.5.4))				0
Personal protective equipment (PPE) (GOI 8 (4.3))	1			1
Push/Pull Test				0
Other		3		3
TOTAL Non-compliance	1	5	0	6
	11	13	21	45
% Non-compliance	9%	38%	0%	13%

Employee	Jan	Feb	Mar	Total YTD
Anderson Charle	21	7	4	32
Brisson A		8	21	29
Campbell B		10	17	27
Campbell Jamie	4	10	2	16
Campbell John		13	22	35
Gagnon MA	9	5	6	20
Houle, M	10	7	18	35
Laing		6	8	14
Kelly S				0
McRae B	4	10	6	20
McRea K	8	7	7	22
Perrier P	10	5	11	26
Proulx N	3	5	11	19
Robinson P			2	2
Seguin B	11	7	1	19
Talbot C	11	6	8	25
				0
Ritarose M	19		4	23
				0
				0
				0
3rd PARTY			1	1
				0
				0
				0
Totals	110	106	149	365



CONGRATULATIONS!
For a job well done!

Marc Laliberté



CN Shortline Partners
Event Reporting
SCORECARD

From: Marc Laliberté
Sent: April 10, 2008 11:09 AM
To: Christian Derome; Gilles Richard; Denis Cliche; James Allen; Michel Nadeau; Réal Chapados
Cc: Lorraine Maheu; Lucie Rioux
Subject: FW: Reporting Scorecard for January & February 2008

Bravo, nos 5 divisions occupent les 5 premières places parmi les 70 shortlines que CN mesure.
Vous pouvez être fiers de ces résultats remarquables.

La compétition est forte. Je compte sur vous pour demeurer à la tête du groupe, comme nous avons réussi à le faire depuis que ces mesures existent,

Encore une fois toutes mes félicitations et un gros merci à vous tous !!
Quelle équipe !!!!!
Marc

From: Marc Laliberté
Sent: April 10, 2008 11:09 AM
To: Christian Derome; Gilles Richard; Denis Cliche; James Allen; Michel Nadeau; Réal Chapados
Cc: Lorraine Maheu; Lucie Rioux
Subject: FW: Reporting Scorecard for January & February 2008

Congratulations! Our 5 divisions finished in the top 5 spots among the 70 shortlines which CN measures. You can be proud for achieving these remarkable results.

There is stiff competition. I count on you to remain at the head of the class just like we have managed to do since the inception of this report.

Once again congratulations and a big thank you to all !!
What a Team !!!!!
Marc

CN Shortline Partners Event Reporting Scorecard

Initials Shortline	Phase IV January 2008 Score			Phase IV February 2008 Score			% Change
	Timeliness	Completeness	Total	Timeliness	Completeness	Total	
OCRR Ottawa Central Railway	99.0%	99.0%	98.0%	99.7%	98.9%	98.5%	0.5%
QRC Quebec Railway Corporation	98.9%	98.3%	97.2%	99.3%	98.8%	98.1%	0.9%
CBC New Brunswick East Coast Railway	98.7%	99.2%	98.0%	98.0%	99.4%	97.4%	-0.6%
CBC Chemin de Fer de la Matapedia et du Golfe	98.7%	99.2%	98.0%	98.0%	99.4%	97.4%	-0.6%
CBC Chemin de Fer Baie des Chaleurs	98.7%	99.2%	98.0%	98.0%	99.4%	97.4%	-0.6%

Steele Rail

Don Steele



CANADIAN RAILWAY OPERATING RULES

At the end of May, there will be a new CROR taking effect. QRC's Fernand Essiembre is one of the co-authors of this book as the Canadian shortline representative with CN and CP Rail. Mr. Essiembre has a well established reputation in the North American

rail industry. Several special instructions written to protect main track switches on QRC property are now accepted CROR rules across Canada.

I have been involved in rules training for over 20 years and I feel that this is the best CROR I have ever worked with.

The changes made are clear and well thought out, language clarified and the book is well organized with information being very easy to find.

Steele Rail continues, Page 11

Safety Expo and Open House welcomes thousands

Although early morning rain and threatening skies prevailed, the 8th OCR Safety Expo and Open House was another huge success.

"We had steady crowds at the locomotive boarding area all day long," says Open House operations manager, Ian McCord.

See Open House, Page 12

SECURING EQUIPMENT

The following email was/is sent to All Operating Employees.



Luc Larose



Ottawa Central Railway

To: All operating Employees
From: Luc Larose
Date: April 14, 2008
Re: Securing Equipment

On April 9th a railway safety inspection was conducted by a Transport Canada officer. He discovered that a cut of 9 cars were left unattended on track number one in Coteau. I will be meeting with all operating employees before the end of the week to review what took place at Coteau. I will review CROR rule 112 and GOI section 8 article 12.6

Applying handbrakes is a basic expectation in the performance of our duties. Compliance to the operating rules is not an option. CROR rule 112 is among the 15 CROR rules listed as cardinal safety rule by CFQ. On each division this is an automatic formal investigation and discipline is assessed according to the individual's history.

Please govern yourselves accordingly.

Luc Larose
Transportation Supervisor

Steele Raile from page 10 CROR

Here is a preview of what we can expect;

- New definition of a train and transfer and the term “marker” has disappeared
- Rule 14 (l) Movements operating at 44 mph or less must sound ___ 0 ___ to provide 20 seconds warning **before** entering the

“How the west was won!”

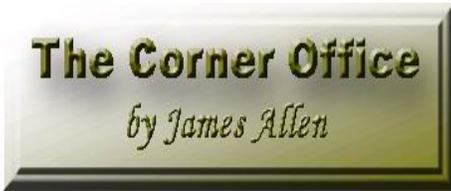


OCR retiree Mike Ritarose takes a break from his western swing. He won a Whistler package at OCR's Christmas Party last December. *Mike is the one standing in the foreground!*

- the crossing and continuing to whistle until crossing is fully occupied
- Engine whistle signal is not required when manual protection is provided
- New Rule 33 Speed Compliance, requiring crew members to ensure speed requirements are complied with and remind each other of such requirements.
- All rules pertaining to track employees only have been moved to a new section at the end of the CROR, Rule 40.1 42, 43 now becomes 840.1, 842 and 843. This section is entitled Protection of Track Units and Track Work.
- A new Summary Bulletin will replace the Monthly Operating and be issued every 3 months instead of every month
- When given permission to pass a stop signal in CTC a train or transfer need not stop at the signal but must positively identify the signal by number. (if dual control switch is ok)
- The distance of 3000 yards is replaced by 2 miles for Rule 42, 43 and Rule 35

These are the major changes that have been made as well as several others that will be fully covered during your next scheduled rules classes. I would encourage you all to review your new book and direct your questions to Luc, Jerry or Serge.

Until next time, *Don*



Performance Indicators


March, 2008

Harsh winter and fuel costs hit below the belt

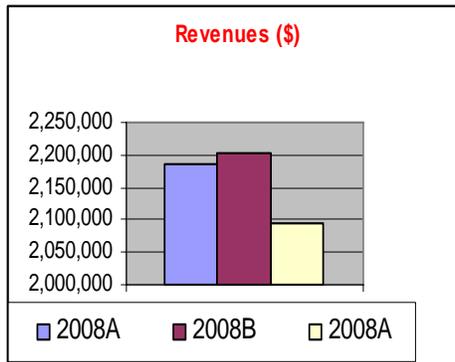
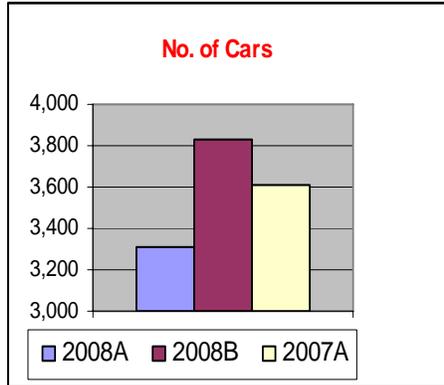
Revenues for the first Quarter of \$2,186K are only 1 percent behind Budget and 4 per cent ahead of the same period of one year ago. Considering the severe winter we came through our "top line" did its job.

The soaring cost of fuel added \$101K in additional spending compared to Plan. Couple this with \$80K in locomotive repairs and \$45K in snow removal/overtime and our expenses really hit us below the belt! Unnecessary derailments added another \$30K in costs.

I was pleased with the recent Safety Audit. It showed the professionalism of our employees in carrying out their prescribed tasks and adherence to the prescribed regulations. Well done everyone! We are making headway with our Performance Indicators and I expect to see a steady improvement as the year progresses.

Take a moment to read Marc's e-mail regarding the CN Shortline Partners Event Reporting Scorecard.....outstanding achievement by all concerned. The Safety Expo/Open House was again a resounding success and my congratulations to all who were involved. I will have more to say in next months Spareboard.

Finally, pay close attention to your Job briefings and make every day a safe one.



Open House from Page 10

Exhibits under the tent were a popular draw as were full size exhibits from VIA Rail, the Bytown Railway Society and OC Transpo. Ottawa Mayor Larry O'Brien dropped by to welcome visitors and local entertainer Robin Averill performed all afternoon.

Proceeds from the OCR Safety Expo and Open House went to The Christmas Cheer Foundation supported by the Ottawa Food Bank. The next Spareboard will feature more photos and fun from the Open House.

Congratulations Open House Winners!

- Zak Prichard – OCR Apparel (Variety pack)
- The Sullivan Family – Model Railway (CN by Life Like HO Scale set)
- Patrick Brennan – Cab Ride (Aboard scheduled OCR Train!)



"IN BOX" Top Pick Subject: Radio Promo



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