



# The Spareboard

Ottawa Central Railway

May, 2006 V2N5

Phone: 613.260.9669 • Fax: 613.260.9494

## OCR TO HOST CHTR TRAINING SESSIONS IN AUGUST

**Two day conference highlights hands-on industry education and safety**

The Canadian Heartland Training Railway will bring its innovative hands-on classroom to Ottawa in late August.

Dedicated to developing and building railway expertise through practical application, the intensive two-day program blends instruction in a classroom environment with hands-on training in a controlled environment.

"An integral part of the learning process is in a real-time railway environment," says OCR General Manager James Allen. "We are thrilled to be a part of this important training aspect of our industry."



**OCR Welcomes CHTR to Ottawa this summer!**

The classroom component covers a variety of issues under general headings from an industry overview to historical context, regulatory and commercial environments and challenges.

The second day covers issues in the field from the tracks, up.

The Spareboard will follow the sessions during their August 23 and 24<sup>th</sup> visit to Ottawa.

## WHEN THE WHEEL STOPS BUT THE TRAIN DOESN'T!

The late May incident on the BNSF Mainline in the Powder River Basin area of Wyoming could have been a lot worse.

A wheel stopped rotating, but the train kept moving! It was found when the dragger went off at Orin Junction.

The track speed in the area is 80 KM/h. Fortunately, there was no derailment.

(See BNSF Security Reporting on page 2)



Photo courtesy OCR  
*The truck assembly as it looked when the train finally stopped*

For more information on the Canadian Heartland Training Railway, visit [www.chtr.ca](http://www.chtr.ca)

### URGENT SECURITY NOTICE

See page 4



Transport Canada Transports Canada

**New!**

**Steele Rail**

See "Steele Rail" by Don Steele  
Page 7



Photos courtesy OCR  
*The truck and wheel suffered damage during the incident.*

### Inside this issue of **The Spareboard**:

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**With the upcoming work programs within the company and with outside contractor employees are reminded that compliance with our job briefing policy is critical to ensure a safe operation.**

## General Operating Instructions

### 4.8 QRC Job briefing Policy

The Quebec Railway Corporation and its subsidiaries have adopted a general policy, which states that job briefings are to be held whenever two or more employees are to work together to carry out an assignment.

This briefing is aimed at ensuring the safety of the employees carrying out these duties as well as promoting a clear and concise communication of the duties to be carried out by the employees and/or external parties.

From now on, a job briefing will be carried out by the person in charge of the work at the beginning of the shift and whenever there is a change in the job conditions (work plan, authorities, procedures, track protection, etc.). A checklist will be provided to you to help you in this regard.

The key items to be included in the briefing are as follows:

#### 1. Responsibilities

- Who is in charge?
- What is he/she responsible for?

#### 2. Work task

- Brief description of the work
- General plan or procedure to be followed
- Resources and equipment to be used
- Expected rail traffic

#### 3. Safety

- Personal protective equipment must be made available as stipulated in QRC's policy and is to be used correctly.
- Existing and potential hazards due
  - to nature of the work
  - weather conditions
  - equipment required are to be considered.
- What procedures or precautions have been put in place in order to reduce the risks associated with above mentioned hazards?

#### 4. Emergency measures

- Identify one employee who is to initiate the emergency call and communicate to all employees:
  - Emergency telephone number
  - Radio and appropriate channels
- Identify one employee to initiate first aid in the event of injuries and determine location of first aid kits.

#### 5. Track work

- Review track authorities (clearance, rule 42)
  - Limits of authority
  - Effective time
  - Who is responsible for it?
  - Working parties to be protected.
- Identify access routes to be used in the event of an evacuation.

#### 6. Confirm everyone's comprehension

A well done job briefing is an important element in the understanding of the duties to be carried out as well as in the safe undertaking of these duties.

Our actions/our attitude at work/our personal safety depend on it.

## BNSF INTRODUCES NEW SECURITY REPORTING INITIATIVE

Burlington Northern Santa Fe (BNSF) continues to demonstrate innovative safety and security leadership.

In early June, BNSF announced it was recruiting rail fans to help keep BNSF properties safe by reporting suspicious activities and to help prevent possible security breaches.

"Keeping America's rail transportation network safe from crime and terrorist activity is a high priority for the railroad industry," says William Heileman, BNSF general director, Police and Protection Solutions.

**See BNSF on Page 3**

## OCR HOSTS TRAINS MAGAZINE FOR A DAY!



On June 14, *Trains Magazine's* Jim Wrinn (L) and Normand Levert settled in for a "day on the OCR".

**See their follow-up email on page 10!**

## backtrack

### THE BROCKVILLE AND WESTPORT

Bv Dave Watts

The Brockville and Westport was incorporated in the early 1870s, but the original charter was never acted upon.

In 1884, a reorganized attempt to develop the railway picked up where the original Brockville and Westport left off.

The idea was to build a railway to literally fast-track grain shipments from a point on the eastern portion of the great lakes to a terminus on the St. Lawrence River.

The ultimate plan was to link Sault Ste. Marie with Brockville, Ontario.

With the incorporation of the Brockville, Westport and Sault Ste. Marie, construction finally got underway.

By 1888, the first train arrived in Brockville from Westport. But the overall dream was in trouble.

The 40 mile (60 KM) line never ventured beyond Westport and by 1894, the line was placed in receivership.

The line subsequently changed hands, first becoming the Brockville, Westport and Northwestern then added to the Canadian Northern Railway.

Although it served the local farming community, the line was never financially viable. The first stretch of rail from Brockville to Lyn Junction was abandoned in 1921.

Service decreased over the next thirty years, and by 1953 the entire line from Lyn Junction to Westport was abandoned.

*(Backtrack is a regular feature in "The Spareboard")*

### BNSF Security Reporting From page 1

"Every day across the country, rail fans photograph and watch trains as they pass through communities. It seems natural to harness their interest to help keep America's rail system safe."

Rail fans can register for the program by going to the Citizens United for Rail Security Web site (<http://newdomino.bnsf.com/website/crs.nsf/request?open>).

CRS participants will receive an official identification card along with access to news and information on the BNSF CRS Web site.

Suspicious activity can also be reported to a 1-800 number. The information will be taken by a BNSF

representative and routed for appropriate response.

The CRS program is an outgrowth of another BNSF grassroots program, called BNSF ON GUARD, which encourages employees to report suspicious activities, trespassers or individuals to BNSF's Resource Operations Call Center.

The BNSF ON GUARD program, which started in 2003, has been successful, with more than 200 employees reporting suspicious activities since its inception.

Employees have reported theft, vandalism, arson, attempted suicide, and other criminal violations, threats to safety, or unusual events on or near railway properties.

(Market Wire 060607/RAC)



### TASTY VEGETABLE SOUP

- 2 TABLESPOONS OIL In the soup pot
- ½ CUP of chopped onion
- 2 CELERY STALKS, thinly sliced
- ½ TEASPOON THYME
- 1 TABLESPOON PARSLEY
- 1 BAY LEAF
- SALT & PEPPER to taste
- 3 CUPS OF TOMATO JUICE (or V8, or Garden Cocktail etc) (substitute 1 X 28 oz can of diced tomatoes if preferred)
- 4 CUPS OF CHICKEN BROTH (measure 2 tablespoons of pre-packaged 'broth' powder into 4 cup measuring cup, add boiling water and stir.
- FROZEN CALIFORNIA STYLE MIXED VEGETABLES (2 or 3 cups depending on quantities required)
- Sauté the onions and celery in the oil until soft.
- Add the tomato juice
- Add the chicken broth
- Add frozen veggies
- Add spices, pepper & salt
- Bring to a boil, then simmer for 20 minutes
- (Serves 4 to 6)



## Ottawa Central Railway 2006 Incidents/Accidents through May



	May 2006	May 2005	FINAL 2005	FINAL 2004	FINAL 2003	FINAL 2002	FINAL 2001
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Main Track Accidents*	0	3	4	0	2	0	1		May 2006	TOTAL 2005	TOTAL 2004	TOTAL 2003	TOTAL 2002	TOTAL 2001
Non-Main Track Accidents*	5	5	10	9	11	6	8	Human Factor	0	4	3	5	3	4
								Ice & Snow	1	0	0	0	1	1
Crossing Accidents	0	0	1	2	2	4	2	Track Conditions	2	1	1	0	1	1
								Vandalism	0	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
									5	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							
<b>TOTAL</b>	<b>5</b>	<b>10</b>	<b>20</b>	<b>15</b>	<b>21</b>	<b>19</b>	<b>19</b>							
Other	3	3	8	20	13	12	0							



Transport Canada / Transports Canada

### SECURITY NOTICE / AVIS DE SÛRETÉ

No. – N° : 01 Rail  
Date : 2006.06.07

Y-M-D

(version anglais)

Following the arrest of people suspected of planning terrorist activities in Ontario over the weekend, Transport Canada requests that all federal regulated railways company exercise continued increased vigilance, report any unusual occurrences and continue strict adherence to security measures in accordance to their emergency response plan until further notice.

Your cooperation is appreciated.

Please disseminate this Security Notice immediately.

*Original signed by / signé par Michel Béland*

*for / pour Jean Barrette*

Director / Directeur Security Operations / Opérations de la sûreté  
Security and Emergency Preparedness / Sûreté et préparatifs d'urgence

FOR FURTHER INFORMATION CONCERNING THIS BULLETIN  
CONTACT

POUR DE PLUS AMPLES INFORMATIONS COMMUNIQUEZ  
AVEC

Michel André Béland  
(613) 949-0579

Email/courriel : [belaman@tc.gc.ca](mailto:belaman@tc.gc.ca)

Canada

### To All Staff – Ottawa Central Railway

---Original Message ---

**To:** All federally regulated railway members

**Sent:** June 9, 2006 9:48 AM

**Cc:** Secondary distribution

**From:** Gerald Gauthier

**Subject:** FW: Security Notice no.01 Rail / Avis de sûreté N° 01 Rail Members,

Jean Barrette, Director, Security Operations at Transport Canada is asking us to disseminate to our federally regulated railway members the attached request to exercise increased vigilance following the recent arrests in Toronto. This request seems reasonable, and we take the liberty of sending it to our provincially regulated members as well for their information.

Gérald Gauthier

Director, Industry Liaison

Railway Association of Canada

99 Bank Street, Suite 1401, Ottawa, ON K1P 6B9

Tel: (613) 564-8106, Fax: (613) 567-6726

## Performance Indicators

April, 2006



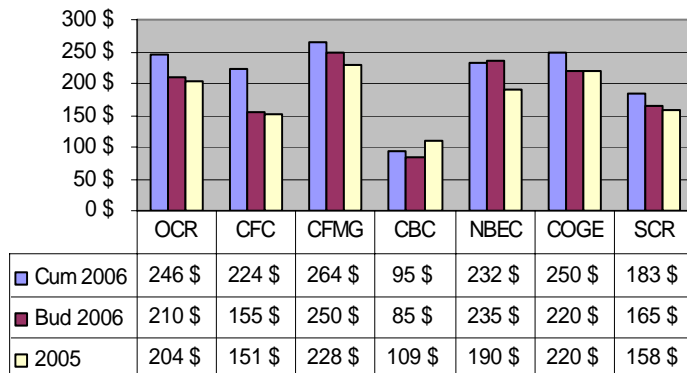
### Our Mission:

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

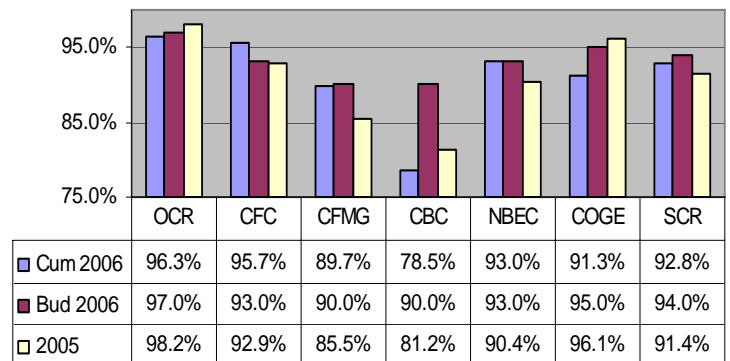
### Basis of the Mission:

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

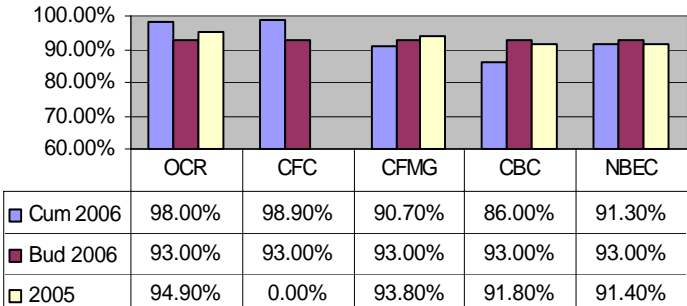
#### Actual Freight revenues/employee ( 000 \$ )



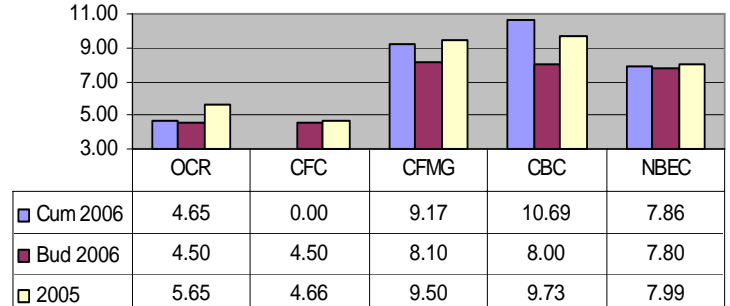
#### Attendance



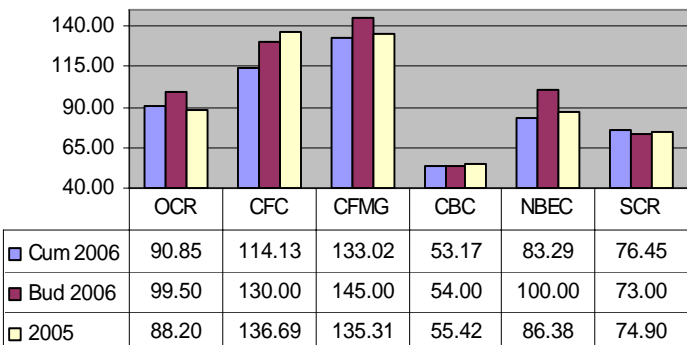
#### Weekly Car Placements ( %Placed / Guaranteed )



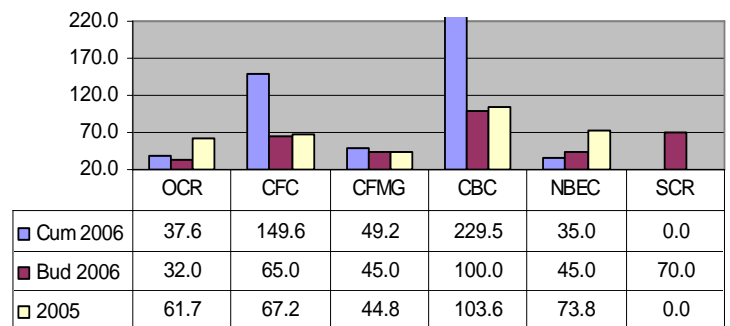
#### Car cycle ( Days ( empty-load) )



#### Fuel Consumption ( GTM/litre )



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



## OCR *Safety Rule!*

**Kevin McRae selected the OCR Safety Rule of the Month.**

### GOI Section 8 - 4.6.10

Entraining or detraining locomotives, railcars and other equipment by other than designated steps, ladders, or handholds is prohibited. Use the leading side ladders of railcars, rear steps of cabooses and front steps of locomotives on engine-person's side whenever possible.



**OCR's  
Kevin  
McRae**

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

**HAPPY BIRTHDAY!**  
(July)

**Mike Ritarose  
Bernie Seguin  
Bill Campbell  
Jesse Krasilycz**

**HAPPY ANNIVERSARY!**  
(July)

**Ben Beauchamp  
5 years  
Diane Carrier  
2 years**

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

Excerpts from

## **The Employee Handbook** (Ottawa Central Railway)

By Laurent Caron



**Section:** Benefits and Other Programs  
**Subject:** Tuition and Reimbursement

**Section No.:** 5-1  
**Effective:** 9/1/04

### **Tuition Reimbursement Policy**

If an employee is a regular, full-time employee and has at least one (1) year of continuous compensated service with the Quebec Railway Corporation (QRC) or its subsidiaries, he or she may be eligible to participate in the Company's tuition reimbursement program.

In the event that the Company agrees to support an employee's academic efforts, and believes that the employee's general job performance warrants such belief, the Company will, within approved budgets, reimburse the employee for tuition for certain courses that it believes are job-related. Eligible courses must be directly and substantially related to an employee's improving productivity in his or her current job or to one that the candidate may be assigned. Approved courses are given by, or in association with, recognized educational institutions and lead to a degree, diploma or certificate at either the high school, college or university level, or are of a specialized nature (e.g., technical, skill development).

Eligible employees will be reimbursed 100% of the tuition fees up to a maximum of \$350 for each approved and successfully completed course. Compulsory laboratory, examination and student membership fees may be included in the tuition fees.

Books are reimbursed up to a maximum of \$100.00 per each approved and successfully completed course. Transportation is not reimbursed.

Employees taking language training to acquire the second-language skills required for their current position, or to facilitate the development of second-language ability for career development purposes, or to improve first- language skills where necessary, are also eligible for tuition reimbursement subject to the same approvals and cost reimbursement as indicated above.

To receive tuition reimbursement, an employee must apply and be approved before the course begins. This is how the program works:

1. The employee completes Part 1 – Employee Information, and Part 2 – Educational Goal, of the Tuition reimbursement Form.
2. If the supervisor agrees that the proposed course or courses will benefit the employee's career and the Company, the supervisor completes Part 3 – Supervisor's Endorsement.
3. The approved form is kept with the employee and a copy sent to the Human Resources Department;

**See Employee Handbook, Page 9**

## Random Observations into 2006



### TRACK DEPARTMENT

– Monthly observations per employee for 2006

Track employees	Jan	Feb	Mar	Apr	May	Total YTD
Benoit Beauchamps	1	1	1	1	1	5
Serge Beauchamp						0
Georges Brohart	1	1	1	1	1	5
Lavern Brohart	1	1	1	1	1	5
Wayne Brohart	1	1	1	1	1	5
Sean Gill		1	1	1	1	4
Vincent Mayhew			1	1	1	3
Richard Myre		1	1	1	1	4
Cyril Wolfe	1	1	1	1	1	5
Contrator	5			6	2	13
X-Rail	3	1	1	1	1	7
Transp.employees						0
<b>Monthly Totals</b>	<b>13</b>	<b>8</b>	<b>9</b>	<b>15</b>	<b>11</b>	<b>56</b>

### TRANSPORTATION

– Monthly observations per employee for 2006

Employee	Jan	Feb	Mar	Apr	May	Total YTD
Belliveau P						0
Brisson A	43	23	19	11	22	118
Campbell B	17	6	10		15	48
Campbell J	17	12	4	6		39
Gagnon MA	7	7	6	6	22	48
Houle, M	32	33	7	13	4	89
Kelly S	45	36	8	3	15	107
Krasilycz J	9	2	35	4	11	61
Laing J		25		2	4	31
Martin R	4		13	4		21
McRae B	4	12		7	7	30
Perrier P	4	3	10		3	20
Proulx N						0
Ritarose M	26	33	8	7	15	89
Robinson P	18	13	22	14		67
Seguin B	16	22	5	5	3	51
Talbot C	23	12	4	10	4	53
Trempe, R	18	13	22	23	7	83
						0
<b>TRACK</b>						0
<b>RIDEAU BULK</b>					1	1
<b>CONTRACTOR</b>	1					1
<b>3rd PARTY</b>						0
<b>Totals</b>	<b>284</b>	<b>252</b>	<b>173</b>	<b>115</b>	<b>133</b>	<b>957</b>

**TRANSPORTATION and ENGINEERING  
Non-Compliance Observations  
on page 8.**



By Don Steele



It is with great pleasure that I have accepted to be the Rules Instructor with the OCR Railway.

Up until now, I have been providing New Conductor and Locomotive Engineer training.

I will now be responsible for retraining in QSOC for transportation employees and Track Work and Track Unit Protection for the Engineering Department. I have almost twenty years of experience as an instructor,

and I can tell you that throughout this time I have listened to incredible stories told to me by railroaders such as yourselves. Many stories deal with narrow escapes and some end in tragedy.

It occurs to me that many accidents are not accidents at all, but are the results of employees not weighing out the consequences of their actions.

For example, when you cross over

between railcars, there is a proper and safe way using the side ladders and end platform. This takes a little more effort, but is definitely safer than putting your feet on the drawbar or knuckle. By crossing over improperly, you are taking a shortcut. Employees should ask themselves what they are gaining and what it could cost them by taking such a risk.

The only advantage of taking a shortcut is the saving of a few seconds and a little bit of effort.

**See Don Steele on page 10**

## OCR OBSERVATIONS NON-COMPLIANCE Engineering (2006)

Subject (rules)	Jan	Feb	Mar	Apr	May	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)	1					1
Positive identification (CROR 121)	1					1
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		1
others						
Safety watch						
<b>TOTAL Non-compliance</b>	2	0	0	1	0	3
<b>TOTAL Observations</b>	13	8	9	15	11	56
<b>% Non-compliance</b>	###	0%	0%	7%	0%	5%

## OCR OBSERVATIONS NON-COMPLIANCE Transportation (2006)

Subject (rules)	Jan	Feb	Mar	Apr	May	YTD
General Rule A						0
Switching by radio (CROR 12.2)						0
Engine bell (CROR 13)						0
Whistle (CROR 14)	1					1
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
Operating bulletins, DOB, TGBO (CROR 83, 83.1)						0
Train location report (CROR 85.1)						0
Public crossings at grade (CROR 103)						0
Hand operated switches (CROR 104)						0
Derails (CROR 104.5)			1			1
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			1	1	1	3
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	2
Push/Pull Test						0
Other						0
<b>TOTAL Non-compliance</b>	1	0	3	1	2	7
<b>TOTAL Observations</b>	21	16	17	16	16	86
<b>% Non-compliance</b>	5%	0%	18%	6%	13%	8%



by Don Steele  
Now in The Spareboard!



## Employee Handbook from Page 6

4. The supervisor can pre-approve a certificate, diploma or degree program, thereby authorizing, at the outset, the individual courses necessary for the completion of the program. An employee who changes program MUST seek approval for the new certificate, diploma or degree program.
5. The employee registers and pays for the approved course or courses and must keep the invoices and proof of payments to meet the conditions for reimbursement.
6. On successful completion of the course, the employee completes Part 2 of the form by indicating the marks obtained, the amount claimed for books and tuition fees that he or she paid, and attaches the registration invoice, the proof of textbook purchase and the transcript. Good photocopies of the above-mentioned documents are acceptable. They must, however, be attached to the original Tuition Reimbursement form. Reimbursement will not be made without this documentation.
7. The form and the documents are sent to the officer responsible for the employee's department who has authority to disburse funds. This officer:
  - a. ensures all conditions of the Tuition Reimbursement plan have been met (e.g., transportation is not eligible);
  - b. ensures that the employee has completed and signed the form;

- c. uses the "comments" section to highlight any exceptional circumstances that are to be considered for the reimbursement, e.g., non completion of the course(s) or failure to provide the proper documentation;
- d. approves the Tuition Reimbursement form;
- e. processes for payment.

An employee who fails or abandons a course and wishes to take it again must make a new application and re-apply for approval.

An employee laid off due to staff reductions may claim reimbursement upon satisfactory completion of approved course(s).

Reimbursement will not be made to an employee who is under notice of dismissal or who has resigned.

If an employee resigns or is terminated within twelve (12) months after receiving reimbursement, the employee must repay the Company in full.

### "Inbox" Top Pick!



FunPile.com

**Subject:**  
"...Love thy neighbor?"

## Grannie's Medicine Cabinet\*

Get rid of unsightly toenail fungus by soaking your toes in Listerine mouthwash. The powerful antiseptic leaves your toenails looking healthy again.

**The above tip may or may not work!  
Give it a try!**

*\*(Claim not necessarily medically proven)*

*From*

## The Corner Office

*By James Allen*

Revenues for May of 618K were 96K below Budget but 27K higher than last year. No start-up of Louisiana-Pacific business and a shutdown of 2 paper machines at Domtar have put us behind the eight ball. We plan on meeting with LP officials in July and are hopeful we can get this piece of business back to Walkley Yard.

Mike is aggressively looking at adding storage cars to the property to cover a portion of this shortfall. Fortunately expenses were less than Plan resulting in a 37K increase in Operating Income.

Year-to-date our Operating Income is 196K ahead of Budget. As you can see from the Performance Indicators we are ahead in most measurements and I congratulate everyone for making this happen. We still have some work to do in a couple of areas but I expect to see OCR beating the targets in all 6 Indicators by year end!

As we move into the summer months I echo the words of Fern in his "Rule of the Month" and that is pay close attention to your safety briefings.....they just may save your life!

**See Corner Office, Page 10**

## Don Steele from Page 7 The Dangers of Shortcuts

Now, let us weigh that with what could happen if things line up against you and the car moves or you fall. We all know that when you have an accident around railway equipment it usually means serious injury.

If you are taking shortcuts in your everyday work, please think about what a serious injury could mean to you. How would it affect your family? Your fellow workers? Your company? The rest of your life?

You could perform the same short-cut everyday for years and get away with it, and then one day circumstances line up against you, and in a split-second, tragedy strikes. Unfortunately, I have heard many such stories.

One thing is for certain, the culture of safety is alive and well within the Quebec Railway Corporation, and this attitude starts right at the top.

I am the rules instructor for all of these railways, from Sydney, Nova Scotia, to Ottawa, and I know that productivity never comes before safety.

We now have five of the safest railways in Canada, where professionalism and safety are of the foremost importance, and our safety statistics speak for themselves.

Remember, weigh your decisions carefully and think about the consequences of your actions.

I look forward to our training sessions, which will be interesting and informative, and given in a positive and respectful manner.

Take care, and have a great summer.

Don Steele

*"Steel Rail" with Don Steele appears regularly in The Spareboard.*

**TRAINS Magazine rode with OCR on June 14! Bouquets to Jerry Kelly and Luc Larose for helping host a fabulous day for our special guests!**

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

**From:** Normand Levert  
**To:** James Allen  
**CC:** J Wrinn; J Kelly; L Larose  
**Sent:** Wed Jun 14 23:13:24 2006  
**Subject:** EDITOR OF TRAINS MAGAZINE RIDING OTTAWA CENTRAL RAILWAY (June 14/06)

Good morning James, and gents.

Jim Wrinn and I had a fantastic day on the Ottawa Central Railway!

Many thanks for inviting us to ride and many thanks to all who made this a great day. Would you please thank everyone who contributed to our experience on the OCR.

Our engineer Mike came back to our cab on two occasions, regaling us with information and good stories.

We were very impressed with the efficiency of the OCR at Portage du Fort.

By the time our conductor had lined up the switch back for the mainline, the Portage job crew was already picking up two boxcars from the yard. When we coupled to our train on the mainline, the 341 crew had assembled their train on the siding / Paper Mill lead. We quite expected the two trains to depart in lock-steps side by-side through the highway crossing. Very smooth.

The weather was perfect, great light, not too much heat. When we switched the two mills, I learned to appreciate even more the combination of safety and efficiency.

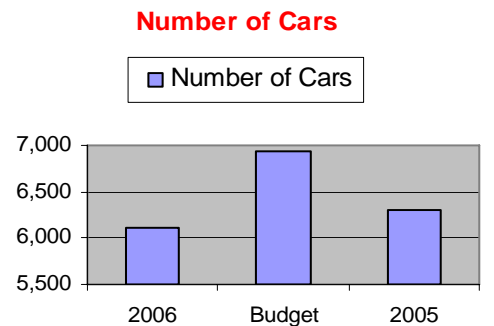
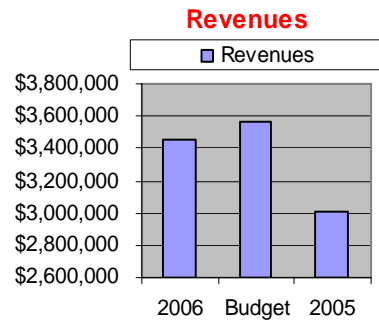
The only disappointment was Canadian Pacific who ran through Pembroke about 20 minutes too soon, how inconsiderate! We got to hear them go through town.

Jim is getting up at 0400 for his 0610 departure, so he may be a bit bushed today!

Normand

## Performance Indicators

May, 2006 



### Corner Office from Page 9

Have a wonderful vacation, relax, enjoy the special time you spend with your families and remember to think safety whether you are behind the wheel of your car, boat, dirt bike or whatever.

Make every day a safe day.



## The Spareboard

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