

OCR The Spareboard

Ottawa Central Railway

No1 Vol 7

Holiday Issue

Christmas-New Years

2005-006

Merry Christmas
Happy New Year!

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Cover photo: Wally Weart
Jan. 7, 2005
Portage du Fort, QC

The Spareboard Ottawa Central Railway
Ottawa, Canada

backtrack

By Dave Watts

The Kingston & Pembroke

Affectionately known as the “Kick & Push”, the Kingston & Pembroke was another of a number of independent short lines that sprouted up in Ontario in the late 19th century. With a view to bringing the rich resources of the north to market, promoters C.F. Guildersleeve and New York’s Flower family began surveying a railway that would lead north from Kingston to Pembroke.

The Kingston & Pembroke Railway was incorporated in 1871 and within three years, construction north from Kingston was underway. In addition to investors’ contribution, project financing was to be taken care of with a Government subsidy and by the communities along the route. The plan included a terminus on the Kingston waterfront that would include yards, docks and other facilities.

By late 1884, the line was completed but missed its intended north-end target of Pembroke. By the time the line had reached the Renfrew area, the Canada Central Railway ran along the Ottawa River rendering a second line into Pembroke somewhat redundant.

A terminus was built in Renfrew.

Increasingly, as the timber resources ran out and the ore deposits were less than anticipated, operation losses mounted and the line was ultimately forced into receivership.

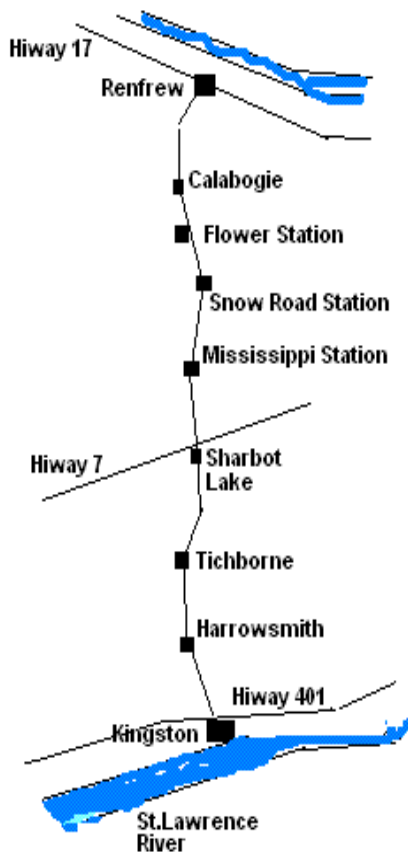
In order to keep the line of the hands of the Grand Trunk Railroad, the Kingston & Pembroke was ultimately absorbed by the CPR in 1912.

In the early 20th Century, the focus of the line had changed too. Passenger service remained relatively steady, especially in summer as cottagers headed to the resort areas of Sharbot Lake, Snow Road and Mississippi area.

But by 1963, the 160 kilometre line had run its course. The first section north from Snow Road was abandoned.

By the end of the 1970s, all the track north of Tichborne was gone with the final stretch of rail lifted by 1987.

Today, parts of the K&P right-of-way serve as a busy recreational trail through some of Ontario’s most beautiful country-side.



The Kingston & Pembroke Railway



Memo from Fern Essiembre

I conducted and audit at the RTC Centre by listening to tape conversations between employees of OCR and CFC with RTC Rail-Term Dorval on November 11th 2005.

All conversations and procedures between RTC and employees were done in a professional manner and according to Rules except for the following:

See MEMO and RULE on Page 3

MEMO and RULE continued from Page 2

It is evident that many employees are copying their authorities ahead of time especially engineering employees. It is also evident that the RTC is issuing the authorities, too fast which probably leads our employees to copy ahead of time. It is important to stop the RTC when he/she issues the authority too fast. Otherwise they will continue to issue in the same manner. This is a very dangerous habit to take and could lead to a serious violation or accident.

I have discussed this matter with Real Morrisette at Rail-Term and advised him to expect our employees to stop the RTC when authorities are issued too fast and could you please issue an instruction to all employees concerned on this matter and monitor more closely in the field.

Rule of the month November 2005

Recent audits and observations in the field have revealed that employees are copying their authorities partly or totally ahead of time before being transmitted by the RTC. It has also been noted that some RTC's are issuing the authorities too fast. This could lead an employee to make a serious error and consequences could become major.

If the RTC issues the authority too fast the employee must advise him to slow down when transmitting the authority.

Rule 136 (a) of the CROR is quite clear and must be adhered too.

136. COPYING, REPEATING AND COMPLETING

(a) The employee copying a GBO, clearance, TOP or other authority from the RTC, must copy as it is transmitted and repeat from the copy received all applicable written and preprinted portions. The spelling of each station name must be exactly as shown in the timetable.

Special thanks, Christmas and New Years Greetings to everybody at OCR from Team SFE



Front row: from left, Theresa Caron - Dawn Smollett (Inset: Rodney Hamilton)
Back row: from left, David Walker-Gerry Young- Joyce Toupin-Roger Levesque-Michelle Brown-Gilles Perron- JCSanterre

BEEF BOURGIGNON

3 lbs	Beef Bourgignon (or stewing beef, cut into small chunks)
6 ounces	butter or margarine
3 tablespoons	flour
2	onions, chopped
3 ounces	Tomato Paste (5.5 oz can would do)
30 ounces	Beef bullion (in cans etc)
3	large garlic cloves
1/2 cup	red wine
	mushrooms (canned drained, or fresh)
	6 ounce package of salt pork belly
	Pepper, Salt, Parsley, Thyme, Bay Leaf

- In a wok, melt butter (on high) and saute beef and pork.
 - Add onions and garlic and cook a little longer
 - Remove from pan placing into large cassarole pan (w/cover)
 - Take 1 tablespoon of flour and mix into tomato paste
 - Mix everything together
 - Pour in the wine, add the beef broth
 - Sprinkle in Thyme, Parsley and a few bay leaves
 - Bake in 375 degree (F) oven for 2 to 3 hours
 - Add mushrooms about 20 before serving.
- Serve over noodles or rice.

Well Done!

The following correspondences were received at OCR!



COMITÉ SECTORIEL DE MAIN-D'ŒUVRE
DANS L'INDUSTRIE FERROVIAIRE AU QUÉBEC

Montreal, December 5, 2005

Mr. James Allen
General Manager
Ottawa Central Railway
3141, Chemin Albion Sud
Ottawa (Ontario) K1V 8Y3

DEC - 8 2005

Dear James :

We would like to take this opportunity to thank you for allowing our class of new conductors to train on OCR territory. From all reports the students had a very rewarding and beneficial visit. They were able to practice and experience a real life railway. The OCR property is ideal for its physical characteristics as well as the diverse territories (OCS, CTC, interlockings etc.) all easily accessible and in close proximity.

Your supervisory staff was friendly and cooperative and the group felt welcome on your territory.

During our course we attempt to prepare our students with all the skills required to work productively in the railroad industry. We attempt to not only pass on technical knowledge, but as well a professional attitude and a ability to work in a team environment. For most students, this was their first contact with a working railroad. We were fortunate to spend our week with two OCR employees that clearly met all the goals that we were attempting to instill in the students. Bruce McCrea and Bill Campbell were great examples of professional railroaders with a good knowledge of the rules and proper procedures as well as a helpful and friendly attitude towards the students. This was confirmed to me by the instructor as well as the students, so if you could pass on our thanks to these exceptional employees it would be appreciated.

We look forward to continuing our business relationship in the future and if we can do anything to improve the logistics of our visit, please feel free to call.

Best regards,

Pierre H. Fallu
Copresident

Cc Marc Laliberté, SCFQ
Laurent Caron, SCFQ
Don Steele, Instructor

895, rue de La Gauchetière Ouest – Bureau 90-440 – Complexe de la Gare Centrale
Montréal (Québec) H3B 4G1
Téléphone (514) 287-0811 – Télécopieur (514) 287-9818
Courriel : info@csmorail.com

The following email was received on December 1, 2005. Congratulations, Mike Ritarose (left), and Bruce McRae!



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

From: [Chuck Walters](#)
Sent: December 1, 2005 12:03 PM
To: James Allen
Cc: [Sharon S](#)
Subject: Thank you for the cab ride

Jim,

I would again like to thank you for allowing me to ride in the cab of the train with Mike and Bruce last Friday. What a wonderful experience it was. The day was perfect and Mike and Bruce are very professional folks. They truly are a credit to OC and made me feel very welcome. I can not say enough good things about their job performance and professionalism and Mike is a stitch. He had me laughing all day!

Your railroad is a top notch service that obviously holds the customer in the highest regard. It is nice to know there are companies that still care about the client no matter how small.

Thank you again and please thank Bruce and Mike for a truly great day!

Sincerely,
Chuck Walters

Ottawa Central Railway

2005 Incidents/Accidents through November



	Nov 2005	Nov 2004	FINAL 2004	FINAL 2003	FINAL 2002	FINAL 2001		Oct 2005	TOTAL 2004	TOTAL 2003	TOTAL 2002	TOTAL 2001
Main Track Accidents*	4	0	0	2	0	1						
Non-Main Track Accidents*	7	8	9	11	6	8	Human Factor	2	3	5	3	4
							Ice & Snow	0	0	0	1	1
Crossing Accidents	1	2	2	2	4	2	Track Conditions	0	1	0	1	1
							Vandalism	0	0	0	0	1
Trespassing Incidents	0	0	1	0	1	5	Equipment	0	0	0	0	0
							3rd Party	5	5	6	1	1
Employee Injuries*	3	2	2	5	8	0	Other	0	0	0	0	0
								7	9	11	6	8
Cardinal Rule Violations	1	0	0	0	0	2						
Hyrail Accidents	0	1	1	0	0	0						
Vehicule Accidents	1	1	1	1	0	1						
TOTAL	17	14	15	21	19	19						
Other	7	19	20	13	12	0						

ACTIONS TAKEN FOR WINTER OPERATIONS BY OCR

- Serge sent letters to all Municipalities explaining the requirements in regards to the cleaning of public crossings during the winter months.
- Serge sent letters to all snow mobile clubs explaining their responsibilities regarding rail crossings.
- Luc sent letters to all clients outlining their responsibilities for maintaining their tracks and crossings during the winter months.
- Jerry posted a memo to all employees concerning winter operations.
- Jon has equipped all locomotives with switch brooms.

From the Corner Office By James Allen

We've come through a tough, but busy year. We've all worked hard to contribute to our continuing overall growth curve, and all your extra efforts are truly appreciated.

While we're in the process of forward-planning for 2006, I want to stop for a moment to extend a personal "thanks" to each and every one of you and to wish you and your family a very Merry Christmas and a New Year filled with good health, prosperity and happiness.

As always with safety first, even over the holidays, take care and make every day a "safe day". Thanks again everyone, you're a great team!

The Spareboard

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3141 Albion Road South, Ottawa
(613) 260-9669

For general comments and story ideas contact,
Dave Watts
dwn-dohn@hotmail.com

