

OCR ENGINEERING REMOVING BRIDGE TO ESTABLISH CROSSING AT GRADE

Underpass was the scene of an incident involving a passing truck.

The OCR Track Department has been busy building a new crossing at mile 5.15 at Huntmar Road on the Renfrew Sub. "The crossing is being built to accommodate future development on the north side of the right-of-way", says OCR's Serge Beauchamp. The crossing will replace an existing overpass.

"The structure would only allow 1 lane under the bridge with a sharp curve on each side to the bridge approach."

As costs prohibited the construction of a new bridge outright, the decision was made to build the road up to a grade level public crossing. When complete, the new crossing will include crossing signal lights, bells and gates. The new crossing is just shy of the original mile 5.2 overpass on the Sub.

The old bridge will be removed and the grade will be rebuilt to track level. As reported in the March 2006 Spareboard, the underpass was the scene of an incident involving a passing truck. The vehicle had dislodged the narrow structure requiring repair and track realignment above.

See Huntmar Upgrade Page 2



Sharing Christmas Cheer...

Photo: Dave Watts

While chatting, OCR's James Allen discovers that CTV's Mike Duffy is a rail fan! Both were guests on the 57th "Christmas Cheer Broadcast on (Ottawa's) CFRA" radio.

See Page 14 "OCR Donates"

November Safety Audit: A Good News Document!

By Fern Essiembre

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

On Tuesday November 20th, train 529 was observed switching at Portage Du Fort. All radio communication procedures and radar speed were done according to rules. Handbrakes and switches were verified at Portage du Fort

yard and all was done according to rules.

See Safety Audit, Page 10

Inside The Spareboard

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Ottawa Central Railway

Backtrack

By Dave Watts

The ninth in a series of profiles on classic North American trains

"The Challenger"

Another popular North American passenger train was the "The Challenger".

Operated jointly by Union Pacific and Chicago and the North Western Railway (late known as the Milwaukee Road), the train was a popular service from Chicago to a number of destinations along the U.S. west coast.

With its Pullman service, the train boasted superb and comfortable coach seating and meal service advertised as "three meals for under a dollar a day."

The train was known as "Everybody's Limited" as was an attempt to draw riders back to the rails during the 1930s.

Throughout the Depression era, the train was one of the best revenue producers of its contemporaries. Eventually, the train became Union Pacific's "Feature Train of the West".

"Challenger" service ended temporarily in 1947. Within seven years, "The Challenger" was back, as a streamliner.

"The Challenger" service ended with Amtrak's take-over of U.S. rail passenger service in 1971.

Backtrack appears regularly in The Spareboard

An exceptional resource



www.railcan.ca



Huntmar upgrade continues.

Photo: OCR

OCR's Serge Beauchamp reports that work continues at mile 5.15 on the Renfrew Sub. The new Huntmar Road crossing will allow the removal of the existing bridge.



Scenario

A blue signal is seen at the end of the cars that will be coupled to, indicating that workmen are in the vicinity of such equipment. The blue signal is seen being removed by the same class of workmen.

Question:

After seeing the blue signal removed, is the train crew relieved from complying with Rule 113?

Answer:

No.

The train crew must comply with Rule 113 before coupling to this equipment. The train crew is also required to comply with General Operating Instructions Section 5 item 5.8, which deals with the inspection of standing equipment.

Fern

113. COUPLING TO EQUIPMENT

(a) Before coupling to equipment at any point, care must be taken to ensure that such equipment is properly secured.

(b) Before coupling to or moving equipment being loaded or unloaded, all persons in or about such equipment must be notified. Vehicles and loading or unloading devices must be clear.

(c) Before coupling to or moving service equipment, employees occupying such equipment must be notified and attachments secured.

Steele Rail

Don Steele



RAIL SAFETY AND WINTER

Well, winter weather is here and now we are faced with bad driving conditions, higher heating costs and dangerous work conditions especially around the railway. It is difficult to make the adjustment.

We all know what happens on our highways after the first snow fall. People forget that it takes a lot longer to stop as witnessed in Toronto last week when highway 400 was shut down due to accidents caused by slick roads.



Photo: Don Steele

For railroaders, winter weather demands that we slow down a little. Making the choice to get off moving equipment as if it was summer time is a bad decision.

What would it cost us in time if we really slowed down or stopped to get on and off moving equipment if we are not sure of the ground conditions? Always check to make sure ground conditions are safe.

Be very careful of stepping off equipment into very deep snow. Sometimes your leg goes so far into snow that your body stops suddenly and damage occurs to your knee. Another condition to consider is hard packed or ice on top of the snow. Considering that there is normally an

inclination towards the rail, the danger of stepping down and having your foot slide towards the passing wheels need no further explanation.

How can we eliminate these risks? The answer is very simple, stop to get off or slow down to 2 mph instead of 4 mph! Let your locomotive engineer know what is happening and remember that the speed is always recorded on the event recorder. For the employees that continue to get off



Photo: Don Steele

at speeds higher than the maximum, think about the consequences of a serious leg or back injury.

Watch for snow banks too close to the tracks that could endanger any employee riding on the side of rail equipment.

As far as the handling of equipment is concerned, don't forget that handbrakes are not as efficient in the winter time. When there is a layer of moisture between the brake shoes and wheel, the handbrakes are often not effective in holding the cars. Don't forget to do a push/pull test on your handbrake and make sure that the handbrake passes the test.

Employee safety should always be your highest priority. Don't take chances in winter conditions.

Thanks and until next time take care,

Don



Tasty Turkey Stuffing

- 2-2 1/2 loaves bread, torn up in small pieces
- 2 cups celery, chopped with celery leaves
- 2 cups onions or 1 onion, diced
- 1 cup fresh parsley, diced
- 1 tablespoon seasoning salt
- 2 teaspoons poultry seasoning
- 1 teaspoon pepper
- 1/2-1 cup butter
- 1 bouillon cube
- 1/2 cup water
- 9 eggs, beaten with some milk added (fewer eggs can be used; substitute egg whites if desired and add a little extra milk)

(Approx 45 min prep time)

Preparation:

- Sauté celery, onion & parsley in butter & chicken broth in a frying pan until soft.
- Add seasonings to torn up bread.
- Add celery, onion & parsley mixture to bread.
- Add beaten eggs & milk mixture to bread.
- Mix well.
- Bread should be moist enough to hold together well.
- Adjust with more eggs or milk.
- Put stuffing in turkey and pack fairly tight- do not stuff turkey until you are ready to put in the oven.
- Stuffing can be made the day before & stored in the fridge **(15 to 20 servings)**.

INCIDENTS & ACCIDENTS

Through October, 2007



	Oct 07	FIN 06	FIN 05	FIN 04	FIN 03	FIN 02	FIN 01									
Main Track Accidents*	2	0	4	0	2	0	1		OCT 2007	TOT 2006	TOT 2005	TOT 2004	TOT 2003	TOT 2002	TOT 2001	
Non-Main Track Accidents*	7	13	10	9	11	6	8	Human Factor	2	2	4	3	5	3	4	
								Ice & Snow	0	1	0	0	0	1	1	
Crossing Accidents	4	1	1	2	2	4	2	Track Conditions	3	4	1	1	0	1	1	
								Vandalism	0	1	0	0	0	0	1	
Trespassing Incidents	0	0	0	0	0	1	5	Equipment	0	0	0	0	0	0	0	
								3rd Party	2	5	5	5	6	1	1	
Employee Injuries*	2	1	3	2	5	8	0	Other	0	0	0	0	0	0	0	
									7	13	10	9	11	6	8	
Cardinal Rule Violations	0	0	1	0	0	0	2									
Hyrail Accidents	1	0	0	1	0	0	0									
Vehicule Accidents	1	1	1	1	1	0	1									
TOTAL	17	16	20	15	21	19	19									
Other	8	7	8	20	13	12	0									

On the fifth day of Christmas my railroad gave to me; five Rule 567's joint with other trains; four railroad managers hiding in the weeds; three lousy Yardmasters ducking behind a window sill; two grouchy dispatchers with trains in every hole; and one junk freight with zero point two horsepower per ton.

On the sixth day of Christmas, my railroad gave to me; six slow orders, all ten miles an hour; five Rule 567's joint with other trains; four railroad managers hiding in the weeds; three lousy Yardmasters ducking behind a window sill; two grouchy dispatchers with trains in every hole; and one junk freight with zero point two horsepower per ton.

On the seventh day of Christmas, my railroad gave to me; seven broken rails to keep it entertaining; six slow orders, all ten miles an hour; five Rule 567's joint with other trains; four railroad managers hiding in the weeds; three lousy Yardmasters ducking behind a window sill; two grouchy dispatchers with trains in every hole; and one junk freight with zero point two horsepower per ton.

On the eighth day of Christmas, my railroad gave to me; eight broken crossings that need to be flagged; seven broken rails to keep it entertaining; six slow orders, all ten miles an hour; five Rule 567's joint with other trains; four railroad managers hiding in the weeds; three lousy Yardmasters ducking behind a window sill; two grouchy dispatchers with trains in every hole; and one junk freight with zero point two horsepower per ton.

See 12 days on page 10

12 Days of a Railroad Christmas

On the first day of Christmas my railroad gave to me; one junk freight with zero point two horsepower per ton.

On the second day of Christmas, my railroad gave to me; two grouchy dispatchers with trains in every hole; and one junk freight with zero point two horsepower per ton.

On the third day of Christmas, my railroad gave to me; three lousy Yardmasters ducking behind a window sill; two grouchy dispatchers with trains in every hole; and one junk freight with zero point two horsepower per ton.

On the fourth day of Christmas, my railroad gave to me; four railroad managers hiding in the weeds; three lousy Yardmasters ducking behind a window sill; two grouchy dispatchers with trains in every hole; and one junk freight with zero point two horsepower per ton.

Performance Indicators

October, 2007



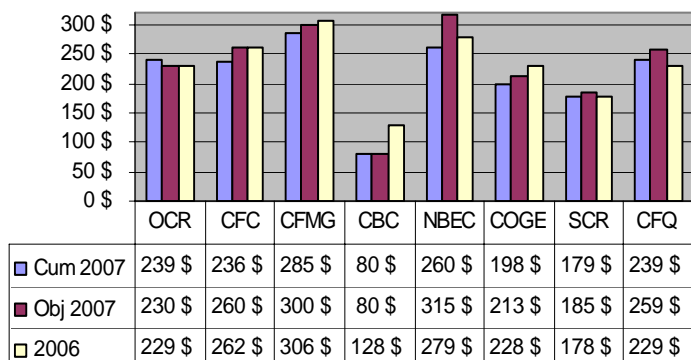
Our Mission:

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

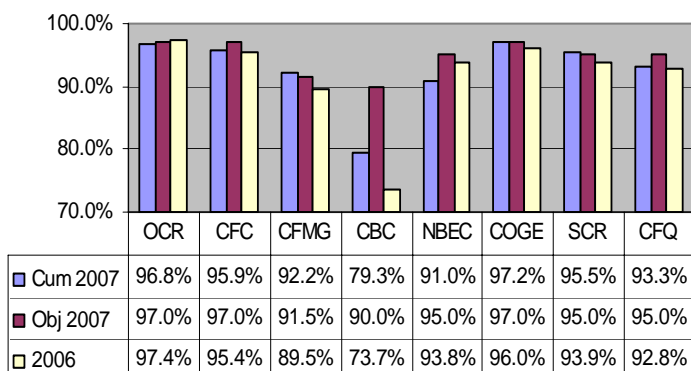
Basis of the Mission:

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

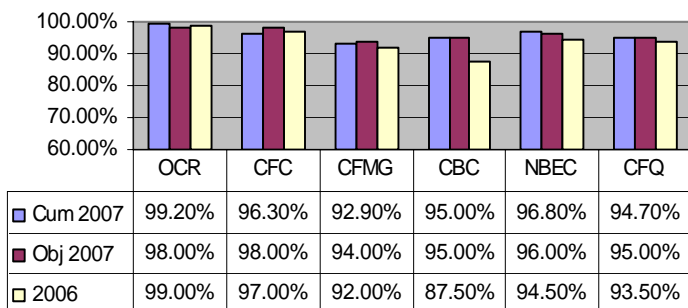
Total revenues/employee (000 \$)



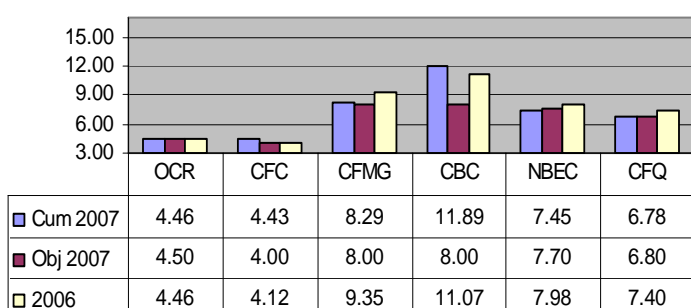
Attendance



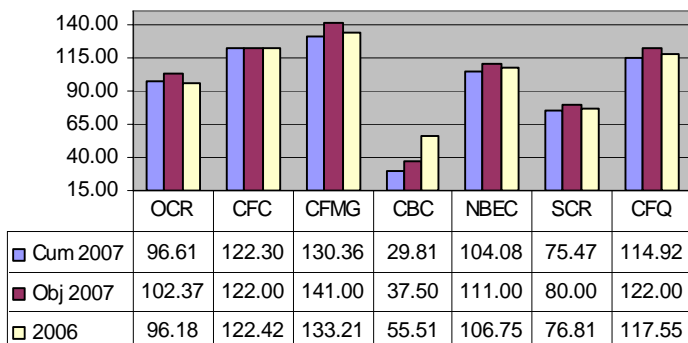
Weekly Car Placements (% Placed / Garanteed)



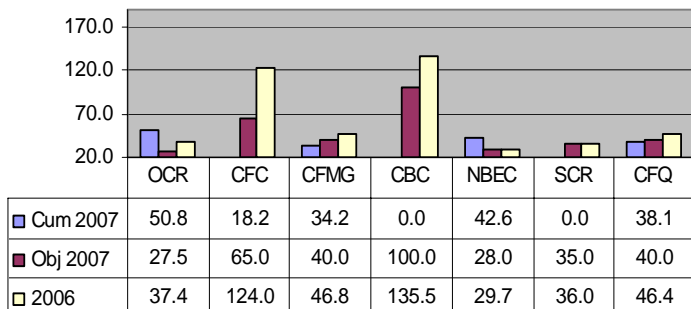
Car cycle (Days (empty-load))



Fuel Consumption (GTM/litre)



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



The Balancing Act

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



Steering Yourself Away From Junk Food

Drive-thrus, vending machines, 'instant' prepackaged meals: it's no coincidence that as the demand for food convenience expands, so too do waistlines. In fact as of 2004 almost 60 per cent of Canadians were either overweight or obese according to Statistics Canada. And while inactivity plays a big role, the increasing appetite for junk food—or food typically high in calories and/or fat and low in nutritional value—is also a culprit.

It's no coincidence that as the demand for food convenience expands, so too do waistlines

Ditch a junk food habit and put yourself on a path to better health by:

Clearing out those cupboards.

Why test your willpower by keeping treats around? Shed temptation and any extra pounds by getting rid of junk food heavyweights like chips, pop, candy and any other nutritionally 'empty' snack foods you have a love/hate relationship with. Then restock your fridge and cupboards at home or at work with healthier options such as fruit, veggies, whole grain crackers, low fat yogurt and unsalted almonds or walnuts (though eat in moderation as they're high in fat and calories but nutritionally rich).

Listening to your body and mind.

If you cheer yourself up with a bag of potato chips or find solace in a sundae, you're probably an emotional eater. Instead of acting on emotional responses with food, stop, take the time to assess what's really going on and find healthier ways to cope. If stress sends you snacking for instance, why not take a brisk walk or hit the gym? You'll burn off both emotional and physical stress and avoid that "I shouldn't have eaten that" over-indulgence guilt.

Practicing the 80-20 rule.

Ever notice by declaring you're on a diet, that so-called "forbidden food" suddenly becomes much more desirable? Avoid the feelings of deprivation diets create by focusing on eating healthy at least 80 per cent of the time and allowing yourself a few indulgences throughout the week.

Doing It Yourself.

Get reacquainted with healthy food and your kitchen by cooking up your own wholesome versions of 'junk food.' Find healthy recipes online, invest in a heart smart cookbook, or take some out from the library and start cooking! French fry enthusiasts, for example, might 'indulge' in oven-baked sweet potato wedges, while

apple pie addicts can still get a taste of the sweet life through stuffed baked apples.

DIY cooking not only allows you to know *exactly* what's in what you eat, but also helps you better control portion size—another huge problem in today's fast food world.

Reducing or even eliminating the junk food in your diet will not only help you look and feel better, but can—over a lifetime—also increase your body's mileage.

Planning ahead.

Take a few hours on your day off to plan, shop and prepare a few simple, healthy make-ahead meals for the week to come. Knowing that a nourishing meal is waiting at home will make it easier to drive past the drive-thru at the end of the day.

Snacking well and often.

Snacking on high-sugar, high carbohydrate, low fibre, low nutrient food puts you on the fast-track to an energy crash. Instead, try eating smaller meals and snacking on nutrient-rich food—such as beans (try a bean dip and veggies), lean meat, fruits and veggies and whole grains—more frequently throughout the day. Experts suggest that frequent, wholesome snacking is a great way to avoid overeating and keep blood sugar and energy levels from spiking and dipping.

Get support.

Whether you're unsure about what a balanced diet looks like, or are concerned your eating habits are spiraling out of control, professional support, be it from a physician, or another health professional, can help you better understand your behaviour and provide you with the insights and information you need to stay on the right nutritional track.

Continued on page 10

**OCR Observations
Non-Compliance**
**Engineering
(Track Dept)**
By Serge Beauchamp

Subject (rules)	Jan	Feb	Mar	Apr	May	Jun.	Jul.	Aug.	Sep	Oct	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								2	4
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			2
others											
Safety watch											
TOTAL Non-compliance	2	1	0	0	0	1	0	1	0	2	7
TOTAL Observations	13	10	15	14	17	18	18	18	18	17	158
% Non-compliance	15%	10%	0%	0%	0%	6%	0%	6%	0%	12%	4%

OCR Monthly Observations
Engineering and Transportation
Appear regularly in "The Spareboard"

Track employees	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	YTD
Benoit Beauchamp	3	4	5	4	2	7	7	6	4	5	
Serge Beauchamp											
Georges Brohart	3	3	2	8	6	6	10	12	5	7	
Lavern Brohart	3	4	4	8	2	11	7	8	6	3	
Wayne Brohart	3	3					3		2		
Sean Gill	4	3	7	4	2	2	3	3	4	6	
Vincent Mayhew	3	3	3	8	2	10	7	9	9	7	
Richard Myre	4	3	7	4	2	2	7	3	3	3	
Cyril Wolfe	3	3	4	4	6	10	11	10	9	3	
Contrator Train Crews	10				10						
X-Rail	2	2	1								
Patrick Beauchamp	3	4	3	4	2	4	7	3	4	5	
Monthly Totals	41	32	36	44	34	52	62	54	46	39	0

**OCR
Monthly
Observations
Per Employee**

Engineering

*By Serge
Beauchamp*

**OCR
Monthly
Observations
Per employee**

Transportation

*By
Luc Larose*



Ottawa Central
Railway (OCR) is a
division of Chemins
de fer du Québec
(CFQ)

**Make Every Day
A
Safe Day!**

Employee	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Total YTD
Brisson A	7	Oct	4	5	4	6		18	19	9	72
Campbell B	7	5	11	10	11	30	10	15	13	4	116
Campbell Jamie					4		19	23	11	11	68
Campbell John	4	4		5		6		4	6	9	38
Gagnon MA	15	19	18	20	17	25	10	9	18	7	158
Houle, M	12	5	10	17	21	16	9	21		4	115
Kelly S	14	11	17	8	13	4	12	10			89
Krasilycz J	7	9		16	5	17					54
Laing J	13	17	7	7	13	9	15	23	5	16	125
McRae B	15	18	14	5		6		6	11	11	86
McRea K	18	18	14	7	9	14		4	14	6	104
Perrier P	4	15	20	5		6			11		61
Proulx N	11	17	7	14	16	4	12	10	16	4	111
Ritarose M	17	11	15	7		4	7	7		4	72
Robinson P	6	6	11	7	9	23	11	27	11	6	117
Rushton R	8										8
Seguin B	9	8		16	5	6			19	23	86
Talbot C	19	19	17	14	24	10	9	15	0	16	143
Trempe, R	6										6
											0
											0
											0
3rd PARTY											0
Totals	192	182	165	163	151	186	114	192	154	130	1629

OCR Observations Non-Compliance

TRANSPORTATION

By Luc Larose

Subject (rules)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	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)											0
Hand operated switches (CROR 104)	1	1							1		3
Derails (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	2			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		1				3
Push/Pull Test											0
Other				1	2						3
TOTAL Non-compliance	3	1	0	3	3	0	1	0	1	0	12
Total Observations	20	23	20	20	18	18	12	15	13	15	174
% Non-compliance	15%	4%	0%	15%	17%	0%	8%	0%	8%	0%	7%

12 Days from page 4



On the ninth day of Christmas, my railroad gave to me; nine cars on the ground, dragged through the ties and two switches; eight broken crossings that need to be flagged; seven broken rails to keep it entertaining; six slow orders, all ten miles an hour; five Rule 567's joint with other trains; four railroad managers hiding in the weeds; three lousy Yardmasters ducking behind a window sill; two grouchy dispatchers with trains in every hole; and one junk freight with zero point two horsepower per ton.

On the tenth day of Christmas, my railroad gave to me; ten misroutes, that have to be setout at the nearest side track; nine cars on the ground, dragged through the ties and two switches; eight broken crossings that need to be flagged; seven broken rails to keep it entertaining; six slow orders, all ten miles an hour; five Rule 567's joint with other trains; four railroad managers hiding in the weeds; three lousy Yardmasters ducking behind a window sill; two grouchy dispatchers with trains in every hole; and one junk freight with zero point two horsepower per ton.

On the eleventh day of Christmas, my railroad gave to me; eleven lazy pool engineers, all laid off sick; ten misroutes, that have to be setout at the nearest side track; nine cars on the ground, dragged through the ties and two switches; eight broken crossings that need to be flagged; seven broken rails to keep it entertaining; six slow orders, all ten miles an hour; five Rule 567's joint with other trains; four railroad managers hiding in the weeds; three lousy Yardmasters ducking behind a window sill; two grouchy dispatchers with trains in every hole; and one junk freight with zero point two horsepower per ton.

On the twelfth day of Christmas, my railroad gave to me; twelve ticked off crews, all stuck away from home; eleven lazy pool engineers, all laid off sick; ten misroutes, that have to be setout at the nearest side track; nine cars on the ground, dragged through the ties and two switches; eight broken crossings that need to be flagged; seven broken rails to keep it entertaining; six slow orders, all ten miles an hour; five

slow orders, all ten miles an hour; five Rule 567's joint with other trains; four railroad managers hiding in the weeds; three lousy yard-masters ducking behind a window sill; two grouchy dispatchers with trains in every hole; and one junk freight with zero point two horsepower per ton.

Safety Audit from Page 1

Four engineering employees were also observed in Rule 105 territory at Pembroke working under Rule 40.1. Flags were in place.

Train 520 was observed between Vankleek Hill and Coteau, All radio communication, radars at different locations, public crossing manually protected at Vankleek Hill and pull-by inspection were all done according to Rules.

We also verified switches, derails, air bottled and handbrakes applied on the cars located at two customers at Hawkesbury and all was done according to rules.

At Glen Robertson train took a rule 568 to enter main track and also a 566 authority, as train was long. Train was also observed at Coteau and all was done according to rules.

Two Foremen were present on the Vankleek Sub. One foreman was protecting a sub foreman. All radio communications between the foremen and the sub foreman and also between the foreman and the train were done according to rules.

In the evening train 440 was observed in Ottawa making up the train. Push-pull test, brake test and radio conversation from the conductor while switching was done according to rules.

On most occasions the locomotive engineer was not repeating the distance to travel that was transmitted by the conductor.

See Audit, Page 11

Balance from page 6

Get support.

Whether you're unsure about what a balanced diet looks like, or are concerned your eating habits are spiraling out of control, professional support, be it from a physician, or another health professional, can help you better understand your behaviour and provide you with the insights and information you need to stay on the right nutritional track. Like any engine, your body runs better when it consumes the high-grade fuel. Rather than unconsciously feeding it the low-grade empty calories of junk food, take the time and energy to make conscious food choices that nourish your body too. Reducing or even eliminating the junk food in your diet will not only help you look and feel better, but can—over a lifetime—also increase your body's mileage.

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.

Shepell·fgi™
work. health. life.



Balancing Act is provided by CFQ's Laurent Caron as a service to CFQ employees.

Audit from Page 10

The Locomotive engineer was met by the Transportation Supervisor to correct the situation.

On Wednesday November 21st train 529 was followed to Portage du Fort with a different crew. Train crew was observed at Portage du Fort and at the Smurfit Stone mill and all was done according to Rules.

During our own inspection in the yard we noticed a pole that had been placed recently between tracks 155A and 156 A which causes a restricted clearance. Mill has been contacted for removal of this pole.

Train 520 also with a different crew was observed between Vankleek Hill and Coteau and all rules observed were done according to rules. Equipment on the train was observed swaying excessively at a particular location on the Vankleek sub. Engineering supervisor was immediately informed to have this spot-checked.

At Coteau a Rule 42 was in place on CN trackage. Permission to enter Rule 42 limits of the CN foreman was done according to rules. In the evening train 440 was observed making up his train in Ottawa and all was done according to rules.

On Thursday November 22nd, train 537 was observed switching in Walkley yard and customer location. Radio communications were all done according to rules. A portion of the yard was verified for handbrakes applied, switches lined and locked in normal position and derails locked in



Happy Birthday

George Brohart
Lavern Brohart
Phil Perrier
Devon Moore

Happy Anniversary

Serge Beauchamp - 9 Years
Angele Brisson - 9 Years
Wayne Brohart - 9 Years
Luc Larose - 9 Years
Claude Talbot - 9 Years
Cyril Wolfe - 9 Years
Richard Myre 7 Years

Congratulations
from all your friends at OCR!

derailing position. All was found to be in order.

As noted in the previous audit when using the tower to call the RTC in Walkley Yard it interferes with the switching operation channel and switching has to be stopped until communication is over with the RTC. This has been corrected by using the CN channel 5 in Walkley Yard. In the field when the RTC puts the call on hold, it

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causes disruption to the operation for that waiting period of time. Another frequency would be required to correct the situation.

In conclusion radio communication between train crews and between train crews and engineering employees continue to be good including the shop personnel. Switching procedures except for the one mentioned above were found to be good.

Keep up the good work.



Fern
Essiembre

CONGRATULATIONS FROM HEAD OFFICE!

From: MLaliberté
 To: FEssiembre, JAllen, LLarose, JKelly, SBeauchamp
 cc: GRichard, SFournier, LCaron
 RE: OCR Safety Audit Nov 2007

James,

Congratulations for the excellent results of this last audit. I am glad to see that safety is constantly improving at OCR.

Please pass my thanks to all your employees for a job well done.

Thanks again and keep on the good work,

Marc



Marc
Laliberté



OC Christmas party Pics 2007



*More pics in the next
Spareboard*

The Corner Office by James Allen

Revenues for the month of October of 721K were slightly below Budget but on a year-to-date basis remain ahead of last year.

The level of expenditures in the month were 11K above Budget driven mostly by derailment costs - which could have been avoided!

Again we continue to have a number of incidents occur which causes service interruptions, extra costs and a "feeling" that we may not be doing all we can to operate safely. We all need to redouble our efforts when it comes to safety.

On the other hand I was very pleased with the recent safety audit and wish to congratulate everyone.

Read Don Steele's column. It is filled with excellent tips on winter railroading. We are doing well with our Performance Indicators other than "Ratio-Train Accidents" and "Fuel Consumption".

With the Holiday Season upon us the article from Laurent is very timely. Eating healthy is a must.....and I am reducing the rum in my eggnog to 2 ounces--- from 3!!!!

Finally the OCR Christmas Party was a huge success. Congratulations to Rebecca for organizing the event.

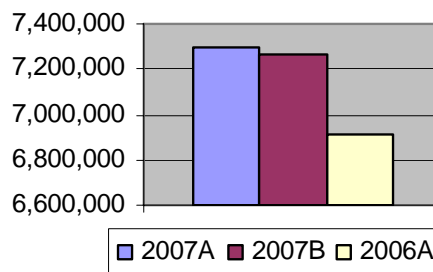
Make every day a safe one.



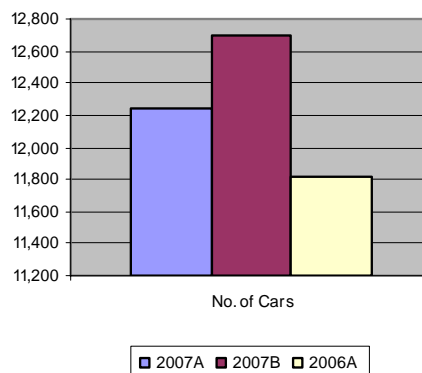
Performance Indicators October, 2007



Revenues (in \$)



No. of Cars



OCR DONATES TO CHRISTMAS CHEER

OCR donated a handsome \$5,100 to 580 CFRA's Christmas Cheer Broadcast, Dec. 1.

The amount was raised over the year through a variety of promotional initiatives including the OCR Golf Tournament and the Safety Expo and Open House. Funds were raised for the Ottawa Food Bank and Christmas Exchange. The 2007 Broadcast raised \$179,050.

More on the donation in next month's "Spareboard"!



By Shawn Kelly



Rule 3, item 3.1 of GOI Section 8 3 Responsibility for Safety

3.1 Everyone (Management, Employees, Contractors, Visitors, etc.), Must:

- Report fit for duty, alert and able to perform safely.
- Immediately take appropriate action to prevent an injury or accident when hazardous or dangerous condition is discovered.
- Follow rules, safe work procedures, standards, etc.
- Inspect personal protective equipment (PPE), tools and equipment before use to ensure that they are in good condition.
- Perform job briefings to ensure understanding of the work to be done for evacuation procedures, first aid, hazard identification, safety procedures and the communication needed to protect all people working on the job.
- Immediately report any unsafe situation or condition to your supervisor or appropriate authority.
- Immediately report all accidents, injuries or damage as well as near misses to the proper authority.
- Suggest improvements on how the work is to be done to improve safety.

The Spareboard

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