

Mock disasters sharpen response skills

Emergency response teams involved in New Brunswick and Nova Scotia 'disasters"

CFQ Railways participated in two 'mock' disasters in October. On the 10th, New Brunswick East Coast Railway (NBEC) enacted an incident at a private crossing within the AV-Cell mill property in Atholville, N.B, and on October 16, Sydney Coal Railway (SCR) conducted a similar event.

In New Brunswick on the NBEC

The activity consisted of a bus filled with contractor employees. The brakes on the bus failed and struck a tank of ammonia transported by NBEC on a private crossing.

The scenario also included the possibility of a leak from the car of ammonia. The 'incident' involved two deaths and 26 injuries.

All communications started with the words "Exercise, Exercise, Exercise Big Smoke Salmon." This allowed all personnel involved that this was the mock disaster and not a real emergency.

The mock disaster involved three fire departments from different communities within the mill area.

It also involved the Hazmat Team

Mock disaster in New Brunswick One of two CFQ "staged" incidents in October

Photo: Fern Essiembre In one of two CFQ staged incidents in October, New Brunswick East Coast (NBEC) and local emergency response professionals conducted a mock disaster October 10th. The activity was staged at a local mill.

from the mill, ambulances and local RCMP. The Regional Hospital also went into an emergency mode calling all doctors and nurses to receive patients

The incident took 1 hour and 45 minutes to complete with the debriefing at the Regional Hospital.

See NBEC Briefing Notes, Page 4 See SCR 'mock' incident, Page 7

CFQ Railways continue to score tops on CN's shortline partner list

CFQ divisions continue to show leadership in CN's Shortline Partners Event Reporting Scorecard.

The Sparebow Ottawa Central Rail

"QRC (CFQ) has overtaken the top spot on the overall report for September 2007, with an increase on their overall score by 4%," reports CN's Steve Canellos.

See CFQ tops on page 2

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Ottawa Central Railway

Backtrack By Dave Watts

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

"The Capitol Limited"

The golden age of railroading in North America welcomed another legend in the first quarter of the twentieth century. The "Capitol Limited" was an all-Pullman train operated by the Baltimore and Ohio Railroad.

Inaugurated in the spring of 1923, the train ran from Baltimore to Chicago via Washington, D.C. The train was launched to compete with other, similar luxury trains operated by rival Pennsylvania Railroad.

The train proved specifically popular with businessmen and politicians.

High points included lavish interiors, attentive staff and exceptional dining.

By 1938, Baltimore and Ohio purchased two sets of new EA and EB locomotives from EMD and rebuilt a fleet of heavyweight cars into more efficient streamlined coaches. The Capitol Limited was the first air conditioned streamliner in North America.

Up to 1926, the train ran into Penn Station but when a service agreement with Pennsylvania Railroad ran out, passengers boarded buses at Jersey City Terminal and were dropped off at various points in New York.

In 1958, passenger service was discontinued north of Baltimore and into the 1960s, Post Office revenue was eclipsing passenger ticket sales. The train lasted until the Amtrak takeover in 1971.

> Backtrack appears regularly in The Spareboard



General Operating Instructions Section 8 item 6

6 Trespassers

If a trespasser is observed, it is important to immediately ask the individual to leave and escort him or her off Company property. In all cases, notify RTC and a supervisor. If the trespasser (s) is unwilling to leave, observe the individual (s) until a local police officer or a QRC supervisor arrives.

CFQ Divisions Tops from page 1

With solid information in hand, CN and its shortline partners work together to efficiently execute their common operating plans. The information is also useful and vital to customers who need to track progress of their shipments across the network.

CN connects with more than 75 shortlines, which originate or terminate almost 25% of CN's business.

See Scorecard Page 6

Congratulations!

The following Email was sent to CFQ divisions by Marc Laliberté

From: Marc Laliberte To: JAllen; DCliche; GRichard; MNadeau; CDerome CC: LRioux; LCaron; SFournier; LMaheu; ALandry; JBaldwin; Sent: Wed Oct 17 18:03:33 2007 Subject: FW: Reporting Scorecard for September 2007

CFC, CBC et OCR occupent

The Spareboard Ottawa Central Railway

désormais les 5 premières places au palmarès des 70 Shortlines qui sont mesurés par CN.

Cette performance unique ne s'est pas faite seule. C'est grâce au travail acharné de la part de toute l'équipe de CFQ et de ses filiales que nous avons réussi cet exploit.

J'aimerais vous remercier personnellement pour tous les efforts que vous avez déployés pour nous amener à cet résultat.

Un grand Merci particulier à Michel et à Christian pour leur dévouement à atteindre cet objectif.

Remerciez tous vos employés de ma part, et profitez de cette occasion pour marquer par une petite fête, cet événement. C'est très important de marquer un temps d'arrêt pour remercier votre équipe, lorsqu'ils atteignent des résultats aussi incroyables.

Maintenant que nous occupons les 5 premières places, le vrai défi consiste à les conserver. Il n'y a aucun doute dans mon esprit que vous formez une équipe imbattable et que nous demeurerons les champions pour très longtemps.

Bravo encore et merci beaucoup d'avoir relevé ce défi qui s'est révélé être à la hauteur de vos talents. Avec une équipe comme cela, rien ne peut nous résister.

Je suis fier de vous,

Marc

CFC, CBC and OCR now hold the 5 first places on the list of the 70 short lines which are measured by CN.

This achievement was not made alone. It is with thanks to the hard work of all of the CFQ team and its divisions that we achieved this success.

I would like to personally thank you for all your efforts which brought us to this point.

A big thanks to Michel and Christian for their contributions which helped us to reach this objective.

Please thank all your employees on my behalf, and take pride in your achievements.

Congratulations continued, Page 12

The Spareboard

Runaway locomotive stopped safely

A Virginia Railway Express locomotive traveled six miles without a driver, reaching speeds of 40 mph before it was stopped in Stafford County, VA. No one was injured when the 118-ton train engine left the VRE storage and maintenance yard in Spotsylvania County. But two Amtrak contract employees who repair the commuter trains were fired and other workers were put through a 72-hour training session to review safety measures.

VRE officials reported the incident to federal transportation officials, but made no public statement about the situation until the Fredericksburg Free Lance-Star inquired about it.

"The public was not in harm's way, and there was no other train in its way," VRE spokesman Mark Roeber said Tuesday. "That being said, you have safety protocols in place for a reason, and they were not followed in this case, and we took the measures necessary to make sure it never happens again."

Amtrak workers were replacing brakes on the locomotive at the VRE maintenance yard when it began to move on the evening of Sept. 26.

The maintenance yard is on an incline and the workers had not blocked the locomotive's wheels or applied the emergency brake, two required protocols, Roeber said.

The locomotive, which was pulling no cars, rolled out of the yard and was traveling about 40 mph when it entered the main tracks owned by CSX, which are shared by passenger and freight trains, Roeber said. The locomotive eventually traveled into Fredericksburg and across the Rappahannock River before a CSX crew caught the train in southern Stafford County and drove it back to the maintenance yard.

Amtrak and CSX dispatchers were able to track the locomotive's progress the entire way, officials said. They said the locomotive also triggered flashing warning lights and gates at road crossings.

(Associated Press 071010)(RAC)



Hybrid train now on track!

The world's first hybrid train, which is fuel efficient and reduces emissions, made its inaugural trip from Paris to the French Champagne region October 10th.

Built by Bombardier, the train switched from electrical power to diesel fuel to reach the eastern French town of Troyes from Paris in two hours, travelling at a maximum speed of 160 kilometres an hour.

The train's ground-breaking innovation lies in the fact that it can switch from diesel to electrical power without stopping, according to Bombardier.

Ten French regions have ordered 144 hybrid trains, including the greater Paris metropolitan region, providing a boost to regional train travel in France.

(Globe and Mail 071010)(RAC)





Blend the meat cubes with the flour. Melt fat in large skillet and brown meat on all sides. Add the tomato juice, onion and seasonings. Bring to a boil, the reduce heat. Cover and simmer for one hour or until the meat is tender. Prior to serving, stir in sour cream and simmer just 2 minutes. Broad noodles is a good accompaniment. Serves 4 to 6.

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Through September, 2007

	Sep 2007	FIN 2006	FIN 2005	FIN 2004	FIN 2003	FIN 2002	FIN 2001	
Main Track Accidents*	1	0	4	0	2	0	1	
Non-Main Track Accidents*	5	13	10	9	11	6	8	F
Crossing Accidents	4	1	1	2	2	4	2	T C V
Trespassing Incidents	0	0	0	0	0	1	5	E
Employee Injuries*	1	1	3	2	5	8	0	3 C
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	13	16	20	15	21	19	19	
Other	8	7	8	20	13	12	0	

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	SEP	тот	тот	тот	тот	тот	тот
	<u>2007</u>	<u>2006</u>	<u>2005</u>	<u>2004</u>	<u>2003</u>	<u>2002</u>	<u>2001</u>
Human Factor	2	2	4	3	5	3	4
Ice & Snow	0	1	0	0	0	1	1
Track Conditions	1	4	1	1	0	1	1
Vandalism	0	1	0	0	0	0	1
Equipment	0	0	0	0	0	0	0
3rd Party	2	5	5	5	6	1	1
Other	0	0	0	0	0	0	0
	5	13	10	9	11	6	8

one had each other's radio frequencies in order to communicate. Cell phones had to be used.

At the Hospital, the lack of communication became the issue. They were left in the dark. They had called all doctors and nurses on standby at the hospital in order to prepare for what was to come but the ambulances did not communicate the type of injuries found on site, as they were discovered. It did not allow time for the doctors and nurses to prepare for the injuries to be treated. Instead all 26 appeared at the same time and they were unable to keep up.

Fern Essiembre

NBEC conducts mock disaster Communications at issue

On October 17, NBEC and local emergency response professionals staged a mock disaster. The following debriefing notes resulted:

- Some of the communication, which was supposed to be transmitted to some of the key players in the field had not been transmitted or transmitted later. The initial advisory to the RCMP did not include that Hazmat material was involved. Also, information sent to the fire Department from one of the communities did not include information concerning Dangerous goods on the first communication. The second communiqué included the involvement of Dangerous goods. During the debriefing the fire Chief from the community advised that in real life, their Department could have reached the scene before receiving the second advisory, therefore putting their employees in danger.
- With three different fire departments and the Hazmat team from the mill working on-site. communication breakdown occurred as no



Photo: Fern Essiembre

Emergency response teams deal with the 'incident' during the recent mock disaster staged by New Brunswick East Coast Railway.

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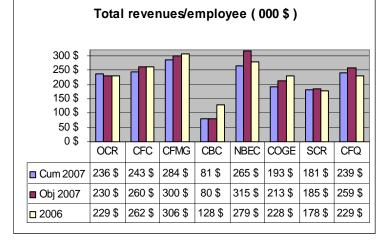


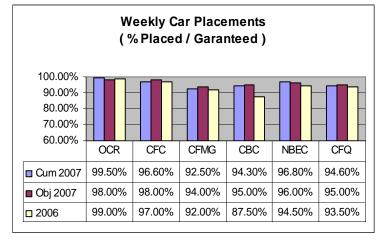
Our Mission:

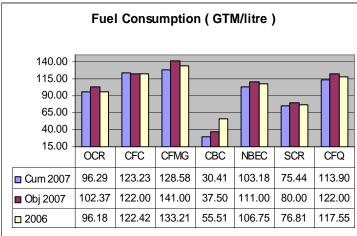
Grow profitably while becoming our customer's preferred supplier of transportation logistics services to help them meet the needs of their own customers.

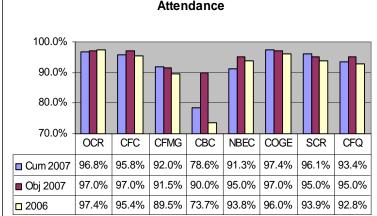
Basis of the Mission:

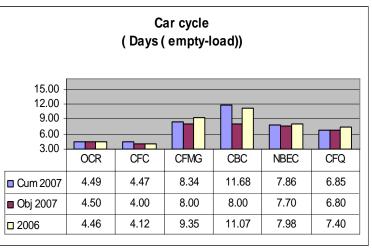
To make a significant contribution to our customer's commercial success by providing safe, efficient and cost-effective transportation logistics services.

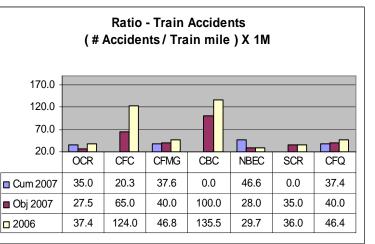












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Shortline Partners Event Reporting Scorecard

Quebec Railway Corporation	.6% 99.6%	6 <mark>95.3%</mark>	100.0%	99.3%	<mark>99.3%</mark>	4.00/
					· · / 0	4.0%
	.7% 99.3% ia et du Golfe	99.0%	99.4%	99.4%	<mark>98.8%</mark>	-0.2%
NBEC 99 New Brunswick East Coast Ra	.7% 99.3% ailway	99.0%	99.4%	99.4%	<mark>98.8%</mark>	-0.2%
CBC 99. Chemin de Fer Baie des Chale	7% 99.3% eurs	<mark>99.0%</mark>	99.4%	99.4%	<mark>98.8%</mark>	-0.2%
OCR 98. Ottawa Central Railway	8% 98.2%	<mark>97.1%</mark>	98.6%	98.4%	<mark>97.0%</mark>	0.0%



Decisions, Decisions, Decisions

Railroaders are paid to make decisions. Whether you are driving a locomotive or inspecting track or railway equipment, your daily working life is filled with choices.

No railway job can compare to the job of train conductor when it comes to making decisions. Conductors have to decide how to switch the yard, how to do the work in an efficient and safe manner. More importantly, conductors have to decide how and when to apply the applicable CROR and Safety rules as well as the Air brake and Inspection guidelines.

So what is so different for conductors? Well first of all, lets consider the type of equipment in their charge. This equipment is heavy and in constant movement. No person has ever won a fight with a railway car or locomotive. It does not matter how strong or smart you are, if you have a run-in with a box car, you are going to lose.

At one time, the conductor or brakeman job was considered the most dangerous in North America. Throughout the years, railroads put in place safety rules and procedures for protecting railroaders. They also provided training to further drive home the message. It has been my experience that 95% of personal injuries around rail equipment are caused by employees not following the rules and procedures in place. 5% are actually accidents.



The operating rules and safe work procedures are there to protect you. You must decide to follow them. You should remind yourself before every shift that you will follow every rule to the letter even if it means a little extra effort.

Steele Rail continued on Page 7

The Spareboard Ottawa Central Railway

If it could happen, it probably will – it's the law!

Law of Mechanical Repair

After your hands become coated with grease, your nose will begin to itch or you'll have to pee.

Law of the Workshop

Any tool, when dropped, will roll to the least accessible corner.

Law of the Telephone

If you dial a wrong number, you never get a busy signal.

Law of the Alibi

If you tell the boss you were late for work because you had a flat tire, the very next morning you will have a flat tire.

Variation Law

If you change lines (or traffic lanes), the one you were in will start to move faster than the one you are in now (works every time).



The Spareboard



Photo courtesy John Baldwin, SCR

Some 900 students witness two staged incidents involving Sydney Coal Railway. Local response professionals participated.

SCR "mock" incidents involved local high school

SCR, in conjunction with the Nova Scotia Operation Lifesaver Committee held a mock disaster scenario Oct. 23. The event was designed to educate the students of Breton Education Center (Grades 7 -12) in the danger of trespassing on railway property, as well as an exercise for the local emergency services.

Two separate events were staged, one for the Junior and one for Senior High School students with numerous railway and safety personnel on the ground in front and behind the locomotives. In addition, there were 3 personnel on board and more than 25 safety & emergency personnel controlling the student body. SCR general manager John Balwin reports the event was attended by some 900 students and staff. The incidents were followed by a debriefing for all students in the school auditorium. John Baldwin reports the session included Operation Lifesaver and the Regional Police Force. The follow-up was also well attended by the local media. A more formal wrap-up is planned for early November.

Steele Rail from Page 6

Conductors are paid to think on their feet and when a situation develops that requires immediate attention, stop the movement and inform your locomotive engineer of the situation. Do not react to a situation without thinking about the consequences of your actions.

Steele Rail concludes Page 9

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566.1 SIGNAL INDICATION SUSPENDED WHILE SWITCHING

(a) A train or engine crew may be authorized to manually operate specific dual control switches at a controlled location as prescribed by Rule 104.2 paragraph (e). Such authority must be included with work authority, as prescribed by Rule 566 or 567. The indications of signals governing movement over such switches may be considered suspended while switches are in the 'hand' position, but nly while switching is being performed at the designated controlled location.

The movement must be authorized by signal indication or Rule 564 into the controlled location, before being issued the Rule 566/566.1 authority.

- (b) When switching is to be performed over a spring switch, which is included in the limits of a work authority prescribed by Rule 566 or 567, the indication of the signal governing movement over such switch may be considered suspended, if the switch is properly lined.
- (c) When switching is to be performed at a controlled location that includes ONLY a hand operated switch, which is included in the limits of a work authority prescribed by Rule 566 or 567, the indication of the signal governing movement through the controlled location may be considered suspended but only when switching movements are being made through that switch.



Happy Birthday Mathieu Houle Happy Anniversary Jason Laing - 6 Years John Campbell - 3 Years Congratulations from all your friends at OCR!

Page 7

The Balancii Tips to Balance Your Life and Keep You Emotionally and Physically Fi

Healthy Heroics on the Job

Another workday begins. After stumbling out of bed and getting ready you head to your job. On the way, you hit the drive thru for some caffeine and pick up a box of donuts for your morning meeting. By 10 a.m. you're full of energy. By 11 a.m., you can barely keep your eyes open. With so much work to do, you and your colleagues end up skipping lunch or grabbing greasy takeout. And exercise? Who's got the time?

While it may seem like making healthy choices-especially at work—is downright inconvenient, it is possible.

While it may seem like making healthy choices-especially at work-is downright inconvenient, it is possible. With a few quick and easy changes, you can fight to win back your own physical and emotional well-being and become a health hero in your workplace. Start by:

Grazing greener.

Help keep waistlines trim, energy levels consistent and arteries clear by swapping those donuts, cakes and cookies for a fruit tray or yogurt at your next meeting. Better still, put healthy snacking on the agenda by organizing a "Well Wednesday" or "Fresh Friday," where employees take turns bringing in nutritious nibbles (like hummus and whole wheat pita bread or veggies and dip) for everyone to share.

Stepping up the pace (by exercising that is).

Connect with your co-workers by

organizing a pre or post-work walking group. 'Training' for a charity walk not only gives the group a goal to work towards but also a sense of greater purpose. Walking, notes the American Heart Association, is a great way to boost your health, mood and productivity. Or why not elevate the staff's inner Karma by bringing in lunchtime Yoga or Pilates? If space (or flexibility) is an issue, consider pulling together a company slow pitch, basketball or volleyball team—anything that encourages you and your co-workers to get active and together.

Passing it on.

Whether it's a great article on exercise and depression, a fabulous low fat recipe you tried on the weekend, or health and wellness information offered through your **Employee Assistance Program** (EAP), don't keep it to yourself. Pass on interesting information, or, if you have a company intranet, post links on the site. Keep it upbeat and general though and be sensitive to other people's comfort levels; avoid singling out individuals or distributing information on controversial issues.

> With a few quick and easy changes, you can fight to win back your own physical and emotional well-being and become a health hero in your workplace.

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Breathing life into wasted space.

Take some initiative and transform that dead cubby hole of vacant area—the one piled high with old equipment, unused supplies or broken umbrellas-into a "recharging space" or "decompression lounge" people can visit on breaks to de-stress. It doesn't have to take major effort and money: clear out the clutter and replace it with some comfortable seating or play some relaxing classical or jazz music and add water cooler to help everyone stay hydrated. It could also be a great place to post your latest wellness newsletters, tip sheets and information about your organization's Employee Assistance EAP.

Championing a healthy work environment doesn't require you to make sweeping or time-consuming changes. It's about using your powers of enthusiasm, creativity and action to help strengthen the physical and emotional wellness and your coworkers and your organization.

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

The Spareboard

Steele Rail from Page 7

If you have to stop the movement for a few minutes then stop the movement. What difference will it make at the end of the day?

Keep your partner informed as to your whereabouts and what you are doing. Always make the decision to do things right and protect yourself, and your fellow workers.

Thanks and take care.

Don

Don Steele is a railway training specialist. Steele Rail is a regular feature of The Spareboard.

Ottawa country music legend returns to 2007 CP Holiday Train

Ottawa's Tracey Brown and former member of The Family Brown on board for seventh year

Ottawa's Tracey Brown is once again slated to perform on this season's "CP Holiday Train." Tracey will be featured with other top talent.

In addition to the entertainment, more than 100 communities in Canada and the U.S. will have an opportunity to contribute to their local Food Bank as part of the ninth CP Holiday Train Program. It's North America's largest rolling fundraiser.

Two brightly decorated Holiday Trains will be collecting food and money, as well as raising awareness in the fight against hunger.

Across Canada, in over 70 towns, villages and cities will experience the Holiday Train spirit - starting in Beaconsfield, QC on December 1st and ending in Port Moody, BC on December 18th. In the US Northeast and Midwest, 40 communities have been confirmed for formal visits by the train of lights.

Each year, in addition to the official stops, the Holiday Train holds mini-performances in many other communities along its route.

Bringing holiday cheer as well as the important message supporting food banks in Canada, is one of the country's most versatile musical exports, Wide Mouth Mason. The Saskatchewan trio will be joined by Canadian pop sensation Melanie Doane.

Joining the Train in the US is Canadian Country Music Hall of Fame member Tracey Brown making her seventh visit on the train. Brown will be joined by Juno award-winner Colin Linden and the critically acclaimed family duo: Ennis.

Since 1999, CP's Holiday Train program has generated almost 1.6 million pounds of food donations and raised \$3 million for local charities. In 2006, More than \$600,000 and 300,000 pounds of food were raised by concerned Canadians and Americans. All donations collected in a community remain in that community for local distribution.

For the schedules, the musicians, bios and photos, a route map and downloadable pictures of the train, visit www.cpr.ca and click on the Holiday Train icon.

(CP 071026)(RAC)



The 2005 CP Holiday Train turned heads while collecting for food banks. In addition to Tracey Brown, the 2005 Holiday Train also featured Ottawa's country music superstar Wayne Rostad. The 2007 CP Holiday Train will visit over 70 towns, villages and cities over the holiday season.



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The Corner Office by James Allen

Revenues for the month of September of \$851K were within 2 percentage points of Budget. Expenses were also on the wrong side of the ledger resulting in an Operating Income missing Plan by \$16K.

Nonetheless our Operating Ratio for the year of 80.2% is almost 5% better than Budget!

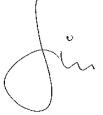
It is nice to see that CFQ is doing so well in "Event Reporting" and like Marc I want to thank all those involved in particular Michel and Christian on a job well done.

I remain concerned about the number of incidents which seem to keep occurring and keep wondering if we are doing all we can to operate safely. What do you think?

I can tell you that we have boosted our spending significantly on locomotive and track repairs for 2008 which will help.

Colder weather is approaching so we need to keep that in mind as the thermometer drops below freezing. Keep yourselves warm with layers of clothing and be careful when walking not to slip. We do not want any further loss-time injuries. They are causing overtime situations, leading to longer hours where tiredness becomes a safety factor. They are as well crippling our ability to serve clients on a regular basis.

Bottom line be careful, and make every day a safe one.



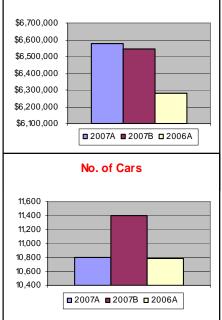




Michel Nadon

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September, 2007	OG





Make Every Day A Safe Day!

The Sparebon

Congratulations from Page 2

It is very important to take a moment to thank your team, as they reached such incredible results.

Now that we occupy the first 5 places, the true challenge begins; that is to maintain this ranking. There is no doubt in my mind that together we form an unbeatable team that will remain champions for a very long time.

Once again,

congratulations and thank you very much for taking on this challenge which proved to be within the scope of your talents. With a team like ours, nothing can stop us.



I am proud of you,

Marc



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