

Memorandum to all OCR Staff

OCR SEPTEMBER SAFETY AUDIT MAKES THE GRADE

But, report critical of communications within Walkley Yard

From the desk of
James Allen

A Safety Audit was conducted on Ottawa Central Railway (OCR) property the week of September 19th 2005 by **Fern Essiembre** and **Serge Fournier** of CFQ, **Luc Larose**, **Jerry Kelly** and **Serge Beauchamp**.

All engineering personnel and train crews were observed during their tour of duty.

Most of OCR Engineering employees were in Glen Robertson changing rail in the east leg of the Wye. All engineering personnel were observed wearing the proper clothing and protective equipment. One Engineering employee was cutting a rail with an abrasive saw, and was wearing his safety glasses. In this specific case he should have worn goggles.

Written authorities between train and engineering employees were done according to rules.

A number of students from the Gerald Godin College were on the property training under the direction of Rule Instructor **Don Steele**. These students along with the train crew involved were observed in the yard and on the Renfrew sub and all was found to be in order.

In general, radio communications with

the RTC and while switching were done according to rules. Improvement is required in other areas especially within the yard at Walkley. The word ``out`` is rarely used and the acronym ``OCR`` was not heard. First name is also being used in the yard when not switching!

See AUDIT on Pg 4

OCR partners with CN, Rideau Bulk and Nepean Kiwanis Club for a giant Katrina Relieve initiative!

Read about the "Katrina Kiwanis Christmas Car" on page 2 !

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Hats off to OCR's Pat Robinson and Shawn Kelly who were recently commended for a "job well done"! The following email was received by OCR from Rail-Term's Phil Lemenchick....

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

From: Phil Lemenchick
Sent: September 27, 2005 7:50 PM
To: Luc Larose
Cc: James Allen; Ranald MacDonald
Subject: job well done

Luc;

This past weekend I had the opportunity to work with 2 of your employees on the ballast work train. Although I did not get the opportunity to meet them I must say the professional way they handled their train the radio procedure and politeness made my job much more enjoyable. Please extend my thanks to these employees on my behalf. A job well done.

Phil

Philip Lemenchick
Manager, Capital Projects
Rail-Term Inc.



OCR's Pat Robinson



OCR's Shawn Kelly

RAILWAYS AND KIWANIS CLUBS TO DELIVER AID TO MISSISSIPPI IN TIME FOR CHRISTMAS

Kiwanis Clubs' Initiative hopes to help brighten the end of a dark and tragic year

By Dave Watts

With the unprecedented tragedy of the October earthquakes in Pakistan and the Kashmir, it became abundantly clear that the year 2005 will most likely be remembered as the year of untimely death and destruction at the hands of natural disasters.

Following the Boxing Day 2004 tragedy of the Asia earthquakes and subsequent tsunamis, families were broken, loves and lives lost, but the human spirit prevailed. By early January, the world was uniting with hundreds of millions dollars in aid, and ever so slowly, the reconstruction of a way of life had begun. Could this kind of heart-break and catastrophic loss happen here, in North America?

In one of the earliest annual appearances ever, the 2005 North American hurricane season blew into the headlines in early June and remained on the front pages.

By August, the hot and sultry late summer sun had given way to nature's fury once again as Hurricanes Katrina and Rita ripped into the U.S. along the north shore of the Gulf of Mexico. After coming to grips with the death and destruction from one of the worst natural disasters in U.S. history, it became apparent that despite the storms that would follow, Katrina had left its mark and it would take years and billions of dollars to rebuild cities, towns and lives.

The healing and reconstruction process is underway. Although many have simply left the area to start anew somewhere else, those that have remained in the affected areas of Louisiana and Mississippi will continue to need as much help and support as humanly possible. Countries around the world, friend and foe alike, came forward with generous offerings of support.

The most recent continuing aid initiative comes through a group of Canadian based organizations that have combined with a goal to bring a brighter Christmas to Mississippi and Louisiana.

[See Initiative on page 8](#)

OCR Safety Rule!

OCR Employee **Jerry Kelly*** selected GOI Section 8 item 12.4 **RIDING EQUIPMENT**

PURPOSE: To ensure employee safety while riding various types of equipment.

When riding equipment, employees **MUST ALWAYS:**

- continuously maintain a firm grip on handholds provided;
- be aware of and protect themselves against sudden movement or slack action;
- look in the direction of travel, continuously monitoring safety of movement;
- be aware of and react to restricted clearances;

- ride on the side which provides the best escape route (clear of adjacent structures and equipment if possible);
- be particularly vigilant where flangeways may be contaminated with snow, ice, or other material, or where any trackage is covered by excessive amounts of snow or ice. Ensure locomotive is first carefully operated through the flangeway or over such track, and if in doubt, detrain and walk ahead clear of the equipment until beyond the condition.

Employees must observe the following restrictions:

(the list below is not exhaustive, it contains some examples)

- **DO NOT RIDE** on the roof of equipment.
- **DO NOT RIDE** the end ladder or end crossover platform, unless required to apply a handbrake (application of handbrake must not be made while equipment is being pulled or pushed by an engine).
- **DO NOT RIDE** inside a loaded gondola car.
- **DO NOT RIDE** in the end cage of a cylindrical hopper.
- **DO NOT RIDE** on the deck of a loaded flat car or on the lading of any car. Do not use the lading of a loaded flat car as a handhold.
- **DO NOT RIDE** on the side, top or end of equipment in any main shop, car shop or diesel shop tracks. This restriction applies on all shop tracks inside and outside building facilities.



OCR's Jerry Kelly

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

backtrack

The "Brockville & Ottawa"

In the mid 19th century, dozens of short lines sprang up across Ontario as entrepreneurs eagerly anticipating claiming some of the province's large and essentially untapped natural resources. The mineral and timber industry were a particularly lucrative market in those days.

With a view to capturing a share of the resources, the Brockville & Ottawa Railway Company was incorporated in 1853. The line would stretch north to Smiths Falls and continue to a point on the Ottawa River near Pembroke.

Construction began in 1854, but shortages of funds along the way slowed the project considerably.

The line finally reached Smiths Falls in 1859, and back in Brockville, in 1860, a massive six year tunnel project under downtown to the lake waterfront was opened up. Here, the railway would house shops, terminal facilities and ferry docks. A branch line to Perth followed and by late summer, the B&O reached Almonte.

The line was ultimately completed to Sand Point on the Ottawa River, just west of Renfrew but was never completed into Pembroke. In 1877 the Brockville & Ottawa merged with the Canada Central Railway and in 1881, the line became part of Canadian Pacific Railway.

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

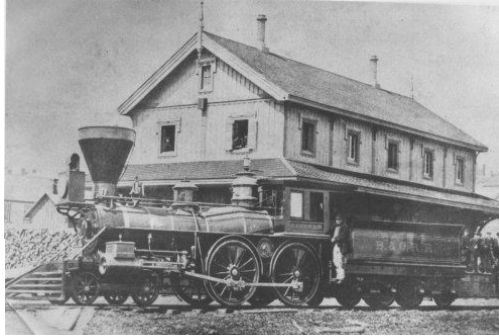


Photo: Brockville Museum Brockville, ON
B&O Locomotive 4-4-0 at Brockville waterfront station (undated)



Happy Birthday !!!

Mathieu Houle

and

Happy Anniversary!!!

Jason Laing - 4 Years

*...from all your
friends at Ottawa
Central Railway!!*

**Need a no-muss, no-fuss fast-fix from the kitchen when friends show up?
Maybe a 'Quick taste from the Dining Car' will help out....**

**QUICK TASTE
from the "Dining Car"**

Fast & Tasty "CHILI"

- 1.5 KG Lean fresh (not previously frozen) hamburger meat
- 3 tablespoons light cooking oil (extra virgin olive is nice)
- 2 cloves of freshly sliced or pressed garlic (or 1 teaspoon garlic Powder or granulated garlic powder)
- 3 celery sticks
- 1 med or large onion
- 1 medium or hot jalapeno pepper*
- ¼ cup Chili Powder*
- 2 tablespoons ground Cumin*
- 2 28 oz cans diced tomatoes
- 3 19 oz cans red or dark red kidney beans

In a large saucepan, gently sauté finely chopped onion, celery and peppers in oil and garlic until soft. Add meat to pot with the sautéed onion, celery, pepper and garlic and stir while browning on High. When meat is browned, reduce to Medium stirring frequently so meat doesn't stick together. Sprinkle in half of Chili Powder. Add diced tomatoes (with liquid), stir and bring to gentle boil. Sprinkle in ground cumin and balance of Chili Powder. Reduce to Med-low, drain kidney beans and gently stir in all three cans. Stir, cover and leave on Low for about a half hour or so (stirring occasionally). Serve with crusty bread.

Note* : More or less Chili powder and/or Cumin to taste. To make it hotter, add another jalapeno pepper and/or a few shots of Tabasco sauce. A few shots of the new New Chipotle Tabasco Sauce gives a real 'southern' taste – experiment & enjoy!

Serves 6 to 8. Refrigerate or freeze unused portions.





Photo: CFC

After surveying the damage from a recent washout along the St. Lawrence River, CFC personnel probably figured they'd have much better luck at the Casino! OCR staff should be thankful our tracks don't run this close to the Ottawa River!

AUDIT continued from Pg 1

On Tuesday, Sept. 20, 529 was observed on route to Pembroke. Radar tests were done at different locations and all was in order. Switching was monitored at Portage Du Fort, push-pull, handbrakes and crossings were protected according to rules. At Pembroke, 529 crew was observed doing switching at Smurfit MBI. Train crew had changed ends and proper brake test for engine had not been performed. Proper brake test was done before train left Pembroke for Ottawa. The conductor had protected the public crossing manually before allowing the train over the crossing. When the train returned the conductor was seen riding the end of the car instead of being on the side of the car, which is in violation of the rules.

A discussion took place with audit officers regarding the instruction issued by CN when sounding engine whistle 14 (L) at a public crossing at grade when a member of the crew manually protects the crossing. An instruction will be issued to clarify the intent of the instruction and a question and answer will be used for the Rule of the month in the October re-issue of bulletins.

On Wednesday, train 440 was followed and a few radar tests performed. All was in order. All CTC signals were called according to rules.

On Thursday, train 525 was observed performing switching at Honeywell, Arnprior and all was done according to rules.

Prior to the arrival of the train, cars

were verified and all had handbrakes and were choked.

It is suggested that a written procedure be made in regards to switching at this location. This could be beneficial to train crews. It is suggested that the participation of the Health and Safety Committee be part of the process. A restricted clearance sign should be placed at the Honeywell plant as there are restricted clearances on both sides of the track.

The broom is presently being stored in Walkley Yard on a track with cars. The broom should be stored alone on a track.

In general the Safety Audit was good however improvements need to be made regarding radio communications in Walkley Yard. You will recall the Safety Audit conducted the week of February 21st highlighted the need to improve in this area. It would appear as though nothing has been done and this disappoints me.

Let me be very clear – “all radio communications must be professional, at all times”.

Finally, Make every day a safe day.

Sincerely,

James D. Allen
General Manager

OCR Christmas Party
Saturday, Nov 26
at the Embassy West
Hotel, 1400 Carling Ave!
Cocktails 5:30PM, Dinner 7:00PM

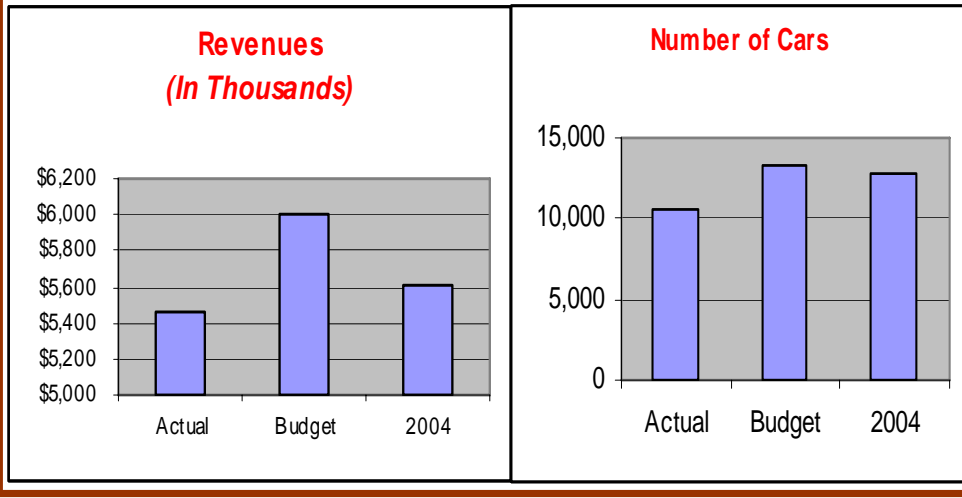
Performance Indicators (Sept.)



Our Mission:

To be 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.



THIS JUST IN FROM THE 'DINING CAR'....

DOUGHBOY COOKED!

The Pillsbury Doughboy died yesterday of a yeast infection and trauma complications from repeated pokes in the belly. He was 71.

Doughboy was buried in a lightly greased coffin. Dozens of celebrities turned out to pay their respects, including Mrs. Butterworth, Hungry Jack, the California Raisins, Betty Crocker, the Hostess Twinkies, and Captain Crunch. The grave site was piled high with flours.

Aunt Jemima delivered the eulogy and lovingly described Doughboy as a man who never knew how much he was kneaded.

Doughboy rose quickly in show business, but his later life was filled with turnovers. He was not considered a very smart cookie, wasting much of his dough on half-baked schemes. Despite being a little flaky at times he still was a crusty old man and was considered a roll model for millions.

Doughboy is survived by his wife Play Dough, two children, John Dough and Jane Dough, plus they had one in the oven. He is also survived by his elderly father, Pop Tart. The funeral was held at 3:50 for about 20 minutes.

"You may just have a couple of wheels off the track."

Even so, Greenberg added, "When we see numbers from the TSB, we take them very seriously."

(Canadian Press 050928, Calgary Sun, Cornwall Standard-Freeholder, Trail Daily Times, Globe and Mail 050929)(RAC)

RAC report

Media notes increase in Railroad Accidents

New figures from the Transportation Safety Board show accident rates have been climbing for all Canadian railways. "We have seen a spike in CN numbers," said board spokesman John Cottreau. Since early August, eight CN trains have come off their tracks. The most recent accident occurred Tuesday near New Sarepta, southeast of Edmonton. The 10 derailed cars were empty and the tracks were re-opened that evening. CN officials note the carrier's safety record is comparable to the best in the industry and that the accident rate for all its North American track to date this year had declined 17% over the previous year. CPR's accident rate also increased from 1.35 to 1.92,

and it rose again to 1.98 during the first two-thirds of 2005.

The two carriers account for 85 per cent of the 81.1 million miles trains travelled on Canadian main lines last year.

CN spokesman Jim Feeny said the board's numbers are accurate but include all accidents, minor and serious. The railway normally reports accidents as measured by the US Federal Railroad Administration, which doesn't require railways to report minor incidents. "The TSB figures capture many more incidents that are not severe enough to be reported under FRA," he said. CPR spokesman Ed Greenberg echoed Feeny's comments. "Not all the numbers in the TSB data reflect the type of incidents that someone would see on the news," he said.



Ottawa Central Railway 2005 Incidents/Accidents through September

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



CFQ IN FALL "INTERCHANGE"!

See page 22 for the CFQ feature article! Then, check our ad on page 42! "Interchange" is widely read across North America! Visit: www.railcan.ca



A train has an OCS clearance to work between mile 1 and mile 40 Able sub and required to protect against foreman Brown between mile 10 and mile 20 Able sub.

Instruction in writing from the foreman reads as follows:

To: Work 6900
May proceed on main track between mile 10 and mile 20 Able sub.
Restrictions Nil.

Question:

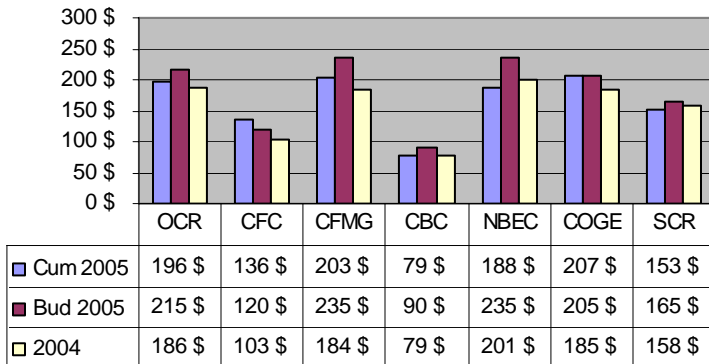
Since the instruction is addressed to work 6900, does the work 6900 require permission to make a reverse movement within the limits of the foreman?

Answer:

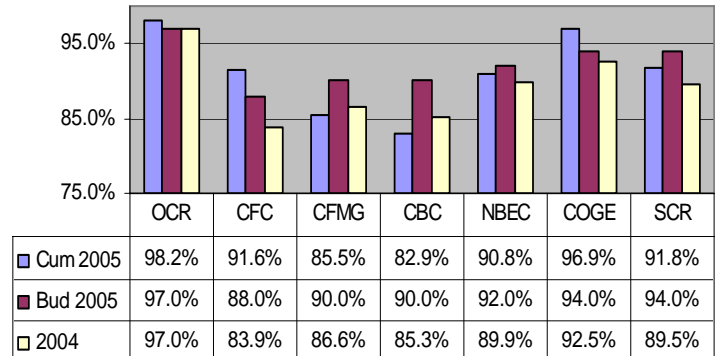
Yes. The instruction only allows work 6900 to proceed through the limits of the foreman and not make a reverse movement within the limits. We must not confuse the designation of the work train as per Rule 134 with the instruction given to the work train. The same principal applies to a Rule 42 protection.

Performance Indicators

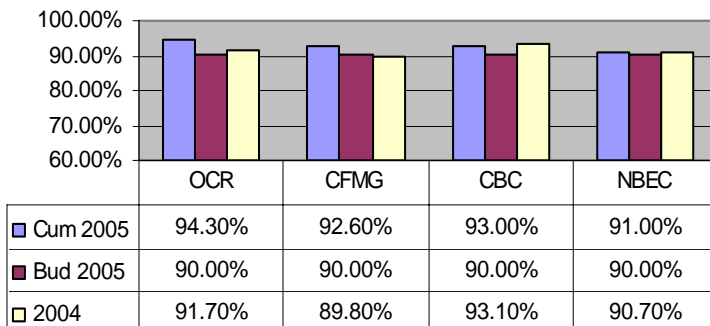
Actual Fret revenue/employee (000 \$)



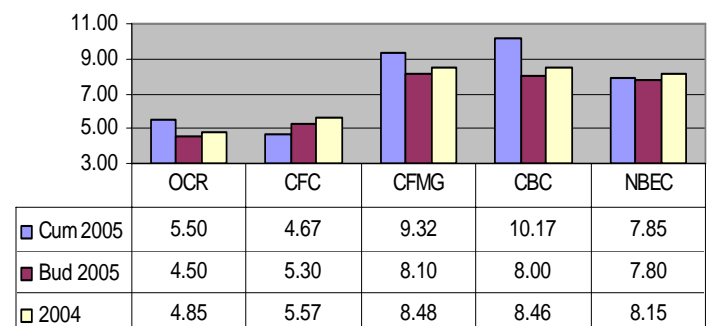
Attendance



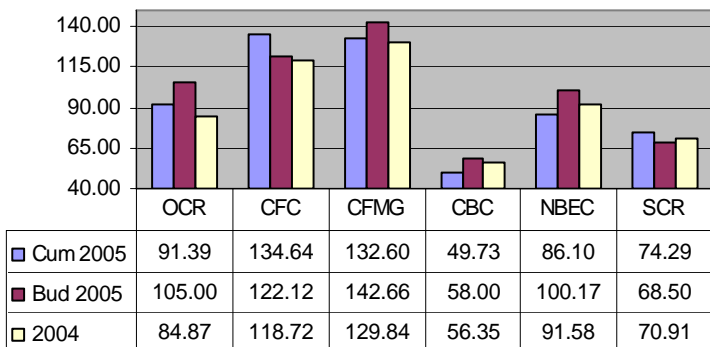
**Weekly Car Placements
(%Placed / Garanteed)**



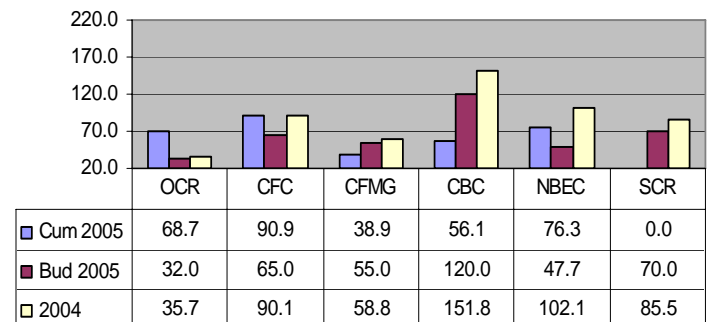
**Car cycle
(Days (empty-load))**



Fuel Consumption (GTM/litre)



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



Initiative continued from page 2

Ottawa's Kiwanis Clubs and Ottawa Central Railway have partnered with southern reaching CN to deliver a specially packed box car to Mississippi this December.

"The car contains thousands of cubic feet of cargo space," says organizer Chris Maziariski from the Nepean Kiwanis Club. "We're in the process of acquiring a variety of the most needed items – every square inch will be used."

Residents of Ottawa and local businesses will be invited to share in contributing to the shipment. Rideau Bulk has confirmed two trailers for pre-loading storage at OCR's Walkley Road yard facility. When the car is stocked and ready to roll, Ottawa Central will deliver the car to a CN connection point where it will be delivered to the U.S. through Chicago, then south via CN to Evanston, Mississippi. The car will be turned over to the Mississippi Export Railroad in Evanston for unloading.

"We know there have been disasters and suffering in the world since Katrina, but every little bit helps for each and every tragedy," says Mr. Maziariski. "The CN and OCR rail initiative is our Christmas gift to our American friends."

For more information on the
"Katrina Christmas Car"

Contact:
Chris Maziariski
(613) 829-7977

From "The Corner office"

By James Allen

September Revenues were \$70K less than Budget due mostly to the impact of the Ivaco strike on September 15th. This along with higher fuel costs offset by some reductions in expenses resulted in our Operating Income falling below Budget by \$69K. Year-to date our Operating Ratio is 94.7% compared to last years 83.0% and the target of 77.3%.

We hope to be able to service Ivaco on a more regular basis in November however we have no guarantees at this time.

On a safety note, Serge Beauchamp has been inspecting 31B switch stands. He reports "all stands were found to be in satisfactory condition". Serge cautions however, "it remains very important to notify the appropriate personnel of any incident....for example running through a switch may not reveal any damage however there could be internal damages such as a broken spindle which would no longer keep the switch points closed". This could lead to a very dangerous and expensive accident! As well he has inspected over 90% of crossing sightlines and is pleased to advise that "all crossings inspected to date are in satisfactory condition".

I am please to advise that our Transportation employees have signed a new contract through 2009....congratulations!

Finally, our ratio of accidents to train miles is declining....this is good news! Lets continue and remember to make every day a "safe day".

"...say whaa??"

Quotable quotes!?

The secret of a good sermon is to have a good beginning and a good ending; and to have the two as close together as possible.

- George Burns

Be careful about reading health books. You may die of a misprint.

- Mark Twain

I was married by a judge. I should have asked for a jury.

- Groucho Marx

I have never hated a man enough to give his diamonds back.

- Zsa Zsa Gabor

What's the use of happiness? It can't buy you money.

- Henny Youngman

I don't feel old. I don't feel anything until noon. Then it's time for my nap.

- Bob Hope

Don't worry about avoiding temptation ... as you grow older, it will avoid you.

- Winston Churchill

By the time a man is wise enough to watch his step, he's too old to go anywhere.

- Billy Crystal

The Spareboard

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