



The Spareboard

August, 2007 V3N8

Ottawa Central Railway, Ottawa, Canada

Page 6
Steele Rail
Don Steele

Happy Thanksgiving!
 Turkey Bits & Background
 See page 4

OCR Safety Policy
 Reminder
 See Page 11

OBSERVATIONS
 Engineering & Transportation
 Pages 7 to 10
 Serge Beauchamp
 Luc Larose



'RAILWAY OPERATIONS LIVE' HUGE SUCCESS AT OCR

"The majority of participants were people who work with the rail sector but don't get a chance to experience daily operations"
 - Kent Flint, RAC

By Dave Watts

For the second year in a row, participants in 'Railway Operations Live' came away with a broader knowledge base of safety and operations on Canada's railways.

The two day Canadian Heartland Training Railway (CHTR) program was broken up into two groups. The first was comprised of people from the Canadian Transportation Agency and the second group from a variety of organizations.

"Specifically, there were employees from the RAC, Transport Canada, The Transportation Safety Board, as well as from industrial facilities that have their own railway operations," says the RAC's Kent Flint. "Basically, the majority of participants are people who work with the rail sector but don't get a chance to experience daily operations."

New to the rail industry, Mr. Flint found the activity particularly useful. "I thoroughly enjoyed it and learned an exceptional amount of new material from instructors. Facilities were great as well. Great mix of in-house and practical hands on learning both days."



Photo courtesy RAC

CHTR's Richard Roy (red hat) conducts a briefing on train crew responsibilities during "Railway Operations Live". Presented by the Canadian Heartland Training Railway and the RAC, the seminar was hosted by Ottawa Central Railway, August 27 through the 30th. Additional information on CHTR can be found at www.chtr.ca

See also page 9

The activity focused on operations such as locomotive and train crew operations, track maintenance, and freight car and locomotive maintenance.

Training is geared to the needs of the participants whether they are new to the industry, needing practical pre-

employment experience or seasoned employees requiring updating or re-certification. Underscoring the entire activity is the industry's crucial dependence on safety issues. The Ottawa event was held at Ottawa Central Railway's Walkley Yard August 27 through the 30th.

Quebec government picks up Quebec Central

The Quebec government has reached a deal to purchase the lion's share of the Quebec Central Railway, preventing the line between Sherbrooke and Charny from being ripped up - at least for now.

See Quebec Central, Page 3

Inside The Spareboard

Vol 3 No 8

- "Backtrack" 2
- Fern's Rule of the Month 2
- From the 'Dining Car' 3
- Incidents & Accidents 4
- Performance Indicators 5 & 12
- "Steele Rail" by Don Steele 6
- Birthdays/Anniversaries 7
- OCR Safety Rule 7
- From "The Corner Office" 12

Backtrack By Dave Watts

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

"The Atlantic Limited"

The golden age of passenger rail travel continued through the first half of the twentieth century with CPR's popular "The Atlantic Limited".

According to Wikipedia, the name possibly evolved from the CPR subsidiary Soo Line service which began in 1889 from Minneapolis via Sault Ste. Marie, Ottawa, Montreal and Saint John. Making its debut in September, 1955, the 'new' Atlantic Limited ran from Montreal to Saint John, New Brunswick.

Although daily passenger service had been in place, "The Atlantic Limited" was the first overnighiter for CP into the Maritimes. The train consisted of a rare (in Canada) single EMD 1800-class E8 locomotive followed by baggage, coach, dinner and sleeper cars and often included stainless steel Budd cars from CPR's popular "Canadian".

A major route change occurred in the early 1970s with redevelopment around the CPR's Mill Street Yard in Saint John. A new station was needed and built on the city's west side.

Limited service continued into the 1970's.

For more info, visit:
www.wikipedia.org

Backtrack appears regularly in
The Spareboard

Make Every Day
A safe day!



103.1. PUBLIC CROSSINGS AT GRADE WITH WARNING DEVICES

- (a) When a train or engine passes over any public crossing at grade, equipped with automatic warning devices, it will be necessary, before making a reverse movement over the crossing, for a crew member to provide manual protection of the crossing.
- (b) Unless otherwise directed by special instructions, a main track train or engine movement over a public crossing at grade, equipped with automatic warning devices, must not exceed ten miles per hour from a distance of 300 feet from the crossing until the crossing is fully occupied by the movement which;
 - (i) has stopped or is switching, on the main track in the vicinity of the crossing;
 - (ii) is entering the main track in the vicinity of the crossing; or
 - (iii) has been authorized to pass a block or interlocking signal indicating Stop which is located within 300 feet of the crossing.
- (c) Unless otherwise directed by special instructions, a train or engine movement on other than
- (d) At a public crossing at grade where special instructions require that warning devices be operated by pushbutton, or other appliances, or that train or engine movements stop at stop signs, train or engine movements affected must not obstruct the crossing until the warning devices have been operating for at least twenty seconds.
- (e) Equipment must not be allowed to stand so as to cause the unnecessary operation of warning devices.

Fern

SPECIAL INSTRUCTIONS – Rule 103.1

1. **Switching or entering in vicinity of automatic warning devices** – In addition, a train or engine stopped, switching or entering a track within the vicinity of a crossing equipped with automatic warning devices, the crossing protection must be seen to be in operation for at least 20 seconds before occupying such crossing.
2. **Rusty rail conditions** – At public crossings where this instruction is applicable, due to the possibility of rusty rail conditions, movements over such crossings must be protected by a member of the crew unless it is known that the warning devices have been operating for at least 20 seconds.

Quebec Central from Page 1

Under the deal announced Tuesday the Minister des Transports will pay Quebec Central \$10 million. For its money, the ministry takes possession of 220 km of rail line and right of way, another 64 km of just the right of way, four buildings and a rail yard.

Quebec Central now has two years to remove the rails and crossings from the sections where only the right of way was purchased, and to sell off its remaining rolling stock.

Now under bankruptcy protection, Quebec Central will likely use the sale price and the money from the sale of scrap metal to pay off its creditors.

Earlier this year Quebec Central owner Jean-Marc Giguère had said he would sell off the rails and rolling stock to pay his creditors, effectively spelling the end of the railway. The transport ministry took him to court to stop the move, but lost. Quebec then began talks with Giguère to purchase the line. "I am particularly proud to reach this agreement to save this most strategic infrastructure in the railway network," said transport minister Julie Boulet. "This will allow us to keep our options open."

The government will not operate the line, but will hold it until private interests come forward with a project to use the line. Boulet said regional requests to use the line will be studied. She called the purchase "an investment in the future of the regions." If a group, entrepreneur or company comes forward there will be some extra money available.

Under a joint federal-provincial program announced this summer, over a half-million dollars is

available to upgrade 16 km of track between Charny and St-Lambert-de-Lauzon.

(Sherbrooke Record 070912)(RAC)

RAILWAY CONSULTANT AND AUTHOR VISITS OCR

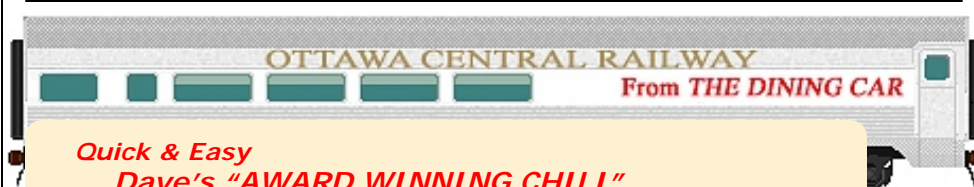
Ottawa Central Railway welcomed popular industry author and consultant Roy Blanchard in mid September. Formed in 1989, the Blanchard Company provides general management, marketing and

strategic planning support for shortline railroads. Blanchard publishes *The Railroad Week in Review*, an electronic compendium of railroad industry news analysis and comment.

He is also a *Railway Age* Contributing Editor and columnist for *TRAINS* Magazine. Visit www.rblanchard.com for more info.



Roy Blanchard



Quick & Easy Dave's "AWARD WINNING CHILI"

- 2 28 oz cans of diced tomatoes (retain liquid)
- 2 28 oz cans of Red (or Dark Red) Kidney Beans (liquid drained off)
- 2 medium onions (finely chopped)
- 2 stalks of celery (finely chopped)
- 1 medium Green pepper (finely sliced)
- 1 Hot Jalapeno Pepper (finely sliced, leave seeds in for more heat)
- 1 2.5 (1 Kg) Lean fresh hamburger meat
- 1 tablespoon of butter or margarine
- 2 tablespoons Chili Powder
- 2 tablespoons ground Cumin
- Tabasco
- Worcestershire Sauce
- Garlic Powder
- Salt & Pepper
- Lemon (either fresh or from concentrate)

- In a large stove-top covered soup pot, on medium-high, sauté the finely chopped peppers, celery and onion in melted margarine or butter and sprinkle in a few shakes of garlic powder (to taste)
- Add the hamburger meat to the pepper, celery and onions, breaking it and stirring gently till the meat is browned
- Add 1 tablespoon of chili powder and a couple of shakes of Worcestershire
- Add the diced tomatoes (with liquid from cans) and stir everything on medium heat until it bubbles gently
- Stir in 2nd tablespoon of chili powder and a few drops of Tabasco
- Add the red kidney beans, stirring gently
- Stir in 2 tablespoons of ground cumin
- Gently stir everything on medium heat, add pepper and salt to taste.
- Stir in a teaspoon of lemon juice
- Cover pot and remain on low for a half hour, stirring occasionally then serve.

Unused portions should be covered and refrigerated or frozen.

A variation of this recipe has previously appeared in "The Spareboard". However, this is my own and personal favourite recipe! Enjoy! Dave Watts

INCIDENTS & ACCIDENTS

Through August, 2007



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

Thanksgiving Day and Remembrance Day

The first Thanksgiving Day in Canada after Confederation was observed on April 15, 1872, to celebrate the recovery of The Prince of Wales (later King Edward VII) from a serious illness. No record is found of a Thanksgiving Day between 1872 and 1879.

From 1879 to 1898, both were observed on a Thursday in November. From 1899, it was fixed on a Thursday in October where it remained until 1907.

From 1921 to 1930, the Armistice Day Act provided that Thanksgiving would be observed on Armistice Day, which was fixed by statute on the Monday of the week in which November 11 would fall.

In 1931, Parliament adopted an Act to amend the Armistice Day Act, providing that the day should be observed on November 11 and that the day should be known as "Remembrance Day". Accordingly, the old practice was resumed of fixing Thanksgiving Day by proclamation, and it has been since 1931 on the second Monday of October.

A new proclamation was issued deferring the observance to October 24, a Thursday. This resulted in a great deal of controversy and the practice of observance on a Thursday was not pursued in future years.

From 1936 to 1956, inclusive, a proclamation was issued yearly to appoint the second Monday of October as Thanksgiving Day. In 1957, a proclamation was issued fixing permanently Thanksgiving Day on that day, thus eliminating the necessity of an annual proclamation.

Thanksgiving 2007 falls on Monday, October 8th.

(Courtesy: www.pch.gc.ca)

Turkey Bits

- Turkeys are able to adapt to a wide variety of habitats. However, most turkeys are found in hardwood forests with grassy areas.
- The best time to see a turkey is on a warm clear day or in a light rain.
- Turkeys have heart attacks. When the Air Force was conducting test runs and breaking the sound barrier, fields of turkeys would drop dead.
- Turkeys can drown if they look up when it is raining.
- Turkeys spend the night in trees. They fly to their roosts around sunset.
- Turkeys fly to the ground at first light and feed until mid morning. Feeding resumes in mid-afternoon.
- Gobbling starts before sunrise and can continue through most of the morning.
- A wild turkey has excellent vision and hearing. Their field of vision is about 270 degrees. This is the main reason they continue to elude some hunters.



(Courtesy: <http://proudcanadiankids.ca>)

Performance Indicators

August, 2007



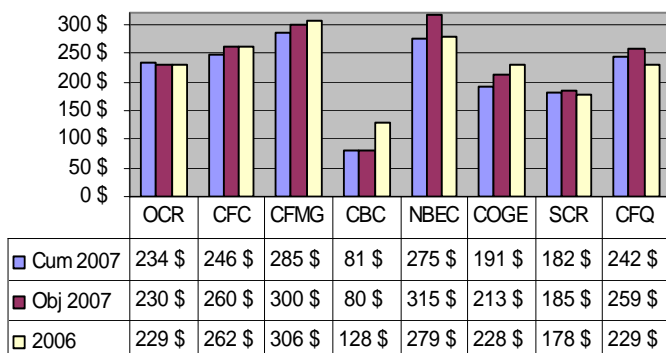
Our Mission:

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

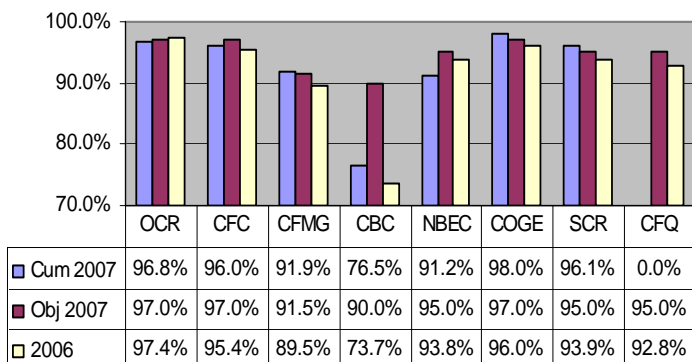
Basis of the Mission:

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

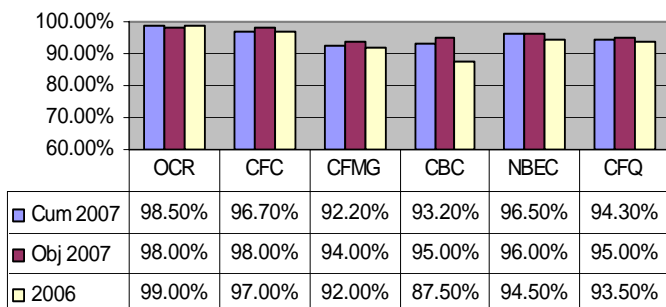
Total revenues/employee (000 \$)



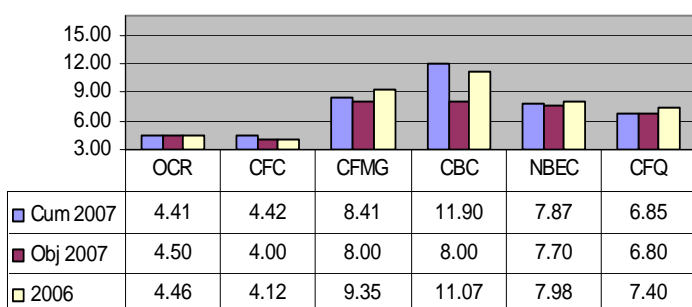
Attendance



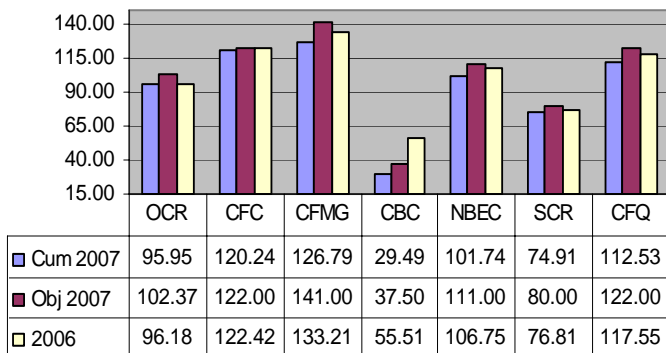
Weekly Car Placements (% Placed / Garanteed)



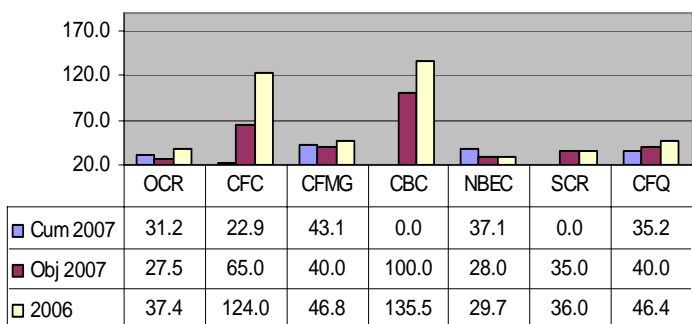
Car cycle (Days (empty-load))



Fuel Consumption (GTM/litre)



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



Railway Safety Panel wraps up review

A panel appointed by the federal government to review railway safety has wrapped up its process of gathering recommendations to improve the Railway Safety Act. Chaired by Orillia lawyer and former federal transport minister Doug Lewis, the panel, appointed last fall, visited eight provinces. Although unable to discuss specifics until the recommendations are released publicly, Lewis said issues surrounding unguarded railway crossings were included.

However, he added, studies over the past 10 years show there has been a reduction in crossing accidents. "We believe it's because of the educational work being done by a variety of players," including railway companies, municipalities and police, he said.

"There is going to be comment (in the report) with respect to what we think can be done to improve that record further."

The panel held public hearings at 15 locations, as well as meetings with stakeholders that included the Transportation Safety Board, railway companies, provincial governments and the Federation of Canadian Municipalities. The review process also took the panel to Washington, DC, where meetings were held with the Federal Railroad Administration, Association of American Railroads and National Transportation Safety Board. Information gathered during those "very full, informative discussions" will influence some of the panel's recommendations, Lewis said.

He noted American studies rank CP and CN at the top for safety: "So, by comparison, we're not suffering at all.

"While riding from Calgary to, Edmonton on a track evaluation car, the panel "got an eyeful of proximity issues.

For example, Lewis said, if there's a town on one side of the tracks and a subdivision or school on the other, there ought to be an overpass as an alternative to people walking across the tracks.

Having only one crossing and no overpass "is a recipe for 24/7 problems. It's very evident to us that the municipalities and the developers and the provinces have to take into account the effect of putting a railway crossing in, and they have to look at it from the standpoint of proper planning."

The panel's final report will be written over the next eight to 10 weeks.

It is expected to be presented to the government at the end of November and released publicly in the new year. The ultimate goal, Lewis said, is to see an end of railway accidents.

(Barrie Examiner 070914)(RAC)



Teaching in Terrace!

I am writing my article from Terrace BC where I am teaching a new conductor's course for CN. It is important for an instructor to know the physical characteristics and type of signalling devices in use throughout the region.

Last Sunday I took the opportunity to ride with the Assistant Track supervisor on the Buckley Subdivision running 132 miles from Terrace to Smithers. It was a long but incredible trip over a stunning territory along the

Fun with Words (10)

FOR THOSE WHO TAKE LIFE TOO SERIOUSLY!

1. OK, so what's the speed of dark?
2. When everything is coming your way, you're in the wrong lane.
3. Hard work pays off in the future, laziness pays off now.
4. Everyone has a photographic memory; some just don't have the film.
5. How much deeper would the ocean be without sponges?

Skeena River (the second most powerful river in BC) It is a CTC subdivision and is used to transport mainly coal, grain and soon double stack containers from the port in Prince Rupert.

As well I got to experience the new CN rail traffic control system called RTC II. This new train control system has begun in the west and will slowly be implemented throughout CN territory. It allows the RTC to be much more flexible in controlling train and track unit movements and will make all operating crews jobs easier and shorter. The Track Supervisor I was with loved the new system which allowed him to take a 3 block TOP and cancel each block separately if required.

See Don Steele on Page 12



View along the Buckley Sub from Terrace to Smithers, BC.

Photo: Don Steele

Monthly Observations
Per employee

ENGINEERING

By Serge Beauchamp

Track employees	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Tot YTD
Benoit Beauchamp	3	4	5	4	2	7	7	6	38
Serge Beauchamp									
Georges Brohart	3	3	2	8	6	6	10	12	50
Lavern Brohart	3	4	4	8	2	11	7	8	47
Wayne Brohart	3	3					3		9
Sean Gill	4	3	7	4	2	2	3	3	28
Vincent Mayhew	3	3	3	8	2	10	7	9	45
Richard Myre	4	3	7	4	2	2	7	3	32
Cyril Wolfe	3	3	4	4	6	10	11	10	51
Contrator Train Crews	10				10				20
X-Rail	2	2	1						5
Patrick Beauchamp	3	4	3	4	2	4	7	3	30
Monthly Totals	41	32	36	44	34	52	62	54	355

Asian Gateway Opens

*"Prince Rupert has been preparing 100 years for this day"**- Don Krusel, Prince Rupert Port Authority*

Don Steele reported in the July, 2007 "Spareboard" that Prince Rupert is about to open to the world!

As the small outpost on BC's wild northern coast prepares to cheer the opening of a new container terminal and all its promise of fresh wealth, it is embracing a hope that this time, history will be different.

"We often say Prince Rupert has been preparing 100 years for this day," said Don Krusel, president and ceo of the Prince Rupert Port Authority, which will hold a grand opening today for the Fairview terminal. The massive new development will see Prince Rupert become the West Coast's newest nexus for the exploding Asian container trade.

Tucked in the shadow of a steep

wooded slope, the \$170-million new terminal's three massive cranes form North America's nearest port to Asia, capable of docking the largest vessels afloat.

Its backers - Maher Terminals, CN, the port and both federal and provincial governments - like to boast that a Far East container shipped through Prince Rupert will arrive in Chicago along CN's rail line before a similar container even makes land in Los Angeles.

Perhaps more important, analysts estimate a container will cost about \$400 less to ship through Prince Rupert than through other ports, a key savings that has drawn in the continent's biggest retailers.

See Gateway on Page 9



By Jerry Kelly

128. CONDUCTING EMERGENCY RADIO TEST*

(a) In order to ensure emergency communication channels are in operation, and to ensure employees are familiar with the emergency procedures, the RTC will contact a train or engine crew member or an engineering field employee and direct them to initiate an emergency test call on their respective RTC standby channel.

(b) These tests will be made randomly once per RTC shift. Employees receiving a request for an emergency test will initiate it on the applicable RTC standby channel, using the following example for wording:

"Emergency test, emergency test, emergency test. CN 1234 East at mile 12 Canada Sub, testing the emergency call."

(c) Upon completion of the test, the RTC will inform the employee if the test was successful. Employees will then return to their designated standby channel.

***CN System Special Instruction**

Every month, an OCR employee selects the OCR Safety Rule.



**Happy Birthday
Jamie Campbell**

**Happy Anniversary
Jerry Kelly (7 Years)**

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

Observations
Non-compliance

ENGINEERING (Track Dept)

By Serge Beauchamp

Subject (rules)	Jan	Feb	Mar	Apr	May	JUN.	JUL.	AUG.	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
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	5
TOTAL Observations	13	10	15	14	17	18	18	18	123
% Non-compliance	15%	10%	0%	0%	0%	6%	0%	6%	5%

Monthly Observations,
Transportation and Engineering appear regularly in
"The Spareboard"

That time again ?


It's time to clear
your calendar!

Watch for news on this year's OCR
Christmas Party!

Monthly Observations
Per employee

TRANSPORTATION

By Luc Larose

Employee	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Total YTD
Brisson A	7	9	4	5	4	6		18	53
Campbell B	7	5	11	10	11	30	10	15	99
Campbell Jamie					4	20	19	23	66
Campbell John	4	4		5		6		4	23
Gagnon MA	15	19	18	20	17	25	10	9	133
Houle, M	12	5	10	17	21	16	9	21	111
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	104
McRae B	15	18	14	5		6		6	64
McRea K	18	18	14	7	9	14		4	84
Perrier P	4	15	20	5		6			50
Proulx N	11	17	7	14	16	4	12	10	91
Ritarose M	17	11	15	7	19	4	7	7	87
Robinson P	6	6	11	7	9	23	11	27	8
Rushton R	8								8
Seguin B	9	8		16	5	6			44
Talbot C	19	19	17	14	24	10	9	15	127
Trempe, R	6								6
									0
TRACK									0
RIDEAU BULK	1		1	1					3
CONTRACTOR									0
3rd PARTY									0
Totals	193	191	166	164	170	206	114	192	1304

Gateway from Page 7

Walter Kemmsies, a senior economist with Moffat & Nichol, says those advantages will initially divert 4% of the seaboard's container trade to Prince Rupert. Aggressive growth could boost that as high as 10%, he said. Today, 500 dignitaries - among them BC Premier Gordon Campbell, International Trade Minister David Emerson and delegations from Edmonton, Chicago and Memphis - will sweep into Prince Rupert to witness what Emerson described as the "sun rising" on a new day of promise.

COSCO Container Lines Americas has already signed on to weekly service for Prince Rupert, and one or two other lines are expected to make similar announcements in coming weeks. COSCO's first ship will arrive in October, and the port expects its 500,000 TEU capacity will be filled by next year. But that is only the beginning. The port has already completed 90% of the engineering toward a \$650M second-phase, 1.5-million TEU expansion, and begun plans for a second container terminal that would bring an additional two to three million TEUs and catapult



RAC's Kent Flint flips the switch at the recent "Railway Operations Live" while Transport Canada's Paul Lemay (L) and Anthony Napoli look on.

(Photo courtesy RAC)

Prince Rupert's capacity above that in the province's Lower Mainland.

All of which is a sea change from those days, a decade ago, when laughter was the most common response to those who first proposed a container terminal here. Doubters said Prince Rupert could not work, since ports have always developed to service nearby major markets.

But Prince Rupert pushed ahead, creating a new model that will see typical port facilities like distribution centres crop up thousands of kilometres away, in places like Alberta and the US Midwest. And, with North America poised for strong container growth over the next decade, the port should have no doubt that if they build it, the ships will come, said Kemmsies.

To rewrite history, however, it will have to overcome two issues common to higher latitudes: First Nations issues and the weather. "I don't think fuel costs going up would be an issue," he said. "And everybody tells me now that the weather isn't a problem. But suppose it doesn't cooperate and there are a lot of delays in shipments. That would kill it."

Another blow could have come from a festering dispute with the local Tsimshian people, who went to court to push for greater benefits from the development.

See Boon to CN on Page 11

Observations
Non-compliance

TRANSPORTATION

By Luc Larose

Regular reminder to new
and long-time employees

Safety Is Our
First Concern

Always

Read the
OCR

"Safety Policy"

See Page 11



Subject (rules)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	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							2
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 - Rules (May 117 and 135)				1	2				3
TOTAL Non-compliance	3	1	0	3	3	0	1	0	11
TOTAL Observations	20	23	20	20	18	18	12	15	146
% Non-compliance	15%	4%	0%	15%	17%	0%	8%	0%	8%

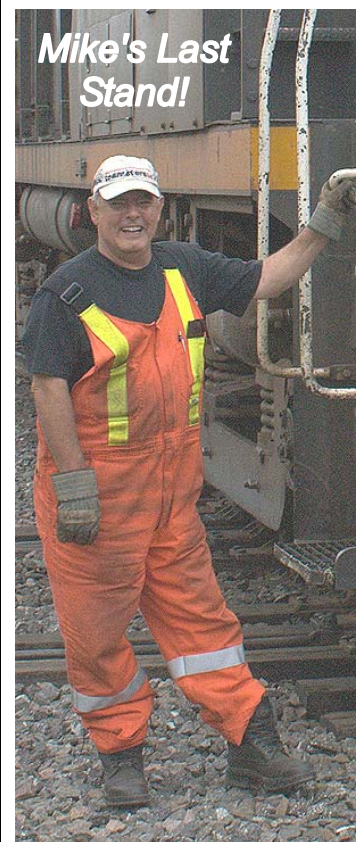


Photo Ian McCord

Ian McCord sends along this photo of Mike Ritarose at the end of his run on his last day before retirement, August 23, 2007

**Port Boon to CN
From page 9**

However, a settlement between the federal government and the Tsimshian was announced by Coast Tsimshian chief councillors Harold Leighton and Gary Reece following a meeting with mediator Bob Plecas and Emerson. Leighton says cabinet must still approve the pact which covers training, jobs, economic development, potential revenue sharing and a protocol for future expansions.

Meanwhile, the port is sure to be a big boon for CN, which enjoys exclusive access. "CNR's rail lines going east from Prince Rupert are currently vastly underused, so the new container traffic will be shipped on uncongested lines," said Blackmont analyst Avi Dalfen in a note to clients. "This is in contrast to other West Coast ports, where rail lines are overburdened."

(Canada NewsWire 070911, 070912, Canadian Press, National Post, Vancouver Sun, Globe and Mail 070912)/(RAC)

Great Job!

**PASSING GRADE FROM
TRANSPORT CANADA!**

Jerry Kelly reports that Ottawa Central welcomed another visitor in the first week of September. Transport Canada's Dave Harris, Transportation of Dangerous Goods Inspector, Surface, dropped by the Walkley Yard facility.

He conducted mechanical, containment, safety marking and documentation inspection of 31 tank cars along with Training certificate verifications.

No exceptions were noted during the inspection. The result, an excellent report that showed everyone involved in equipment handling is doing a great job!

It's been one year since the *OCR Safety Policy* was posted in the Administration Office. Stop and read it frequently.



**Ottawa Central Railway
SAFETY POLICY**

Safety is of crucial importance to the Quebec Railway Corporation (QRC) and its subsidiaries, including Ottawa Central Railway (OCR).

Accordingly, OCR wishes to create and sustain a safety culture in which all employees are committed to taking an approach and making a constant effort to minimize the risks associated with railway operations and all related activities.

OCR therefore has a policy of taking every reasonable measure to ensure the safety of employees, railway passengers and members of the general public who are near railway lines.

In applying this policy, OCR must comply with all existing legislative requirements and seek to make acceptable any foreseeable risk that could result in fire, material or environmental damage, loss of life, injury or illness.

OCR also has a policy of supporting permanent programs designed to promote the health and safety of all its employees, educate them and get them actively involved in health and safety. OCR undertakes to co-operate with agencies and associations dedicated to safety research and training. In addition, it is OCR's policy to set up well-organized health and safety committees to promote the sharing of safety responsibilities as a way of improving workplace safety.

At OCR, safety must be regarded by all, as an essential part of their jobs, and everyone must take an effort to help identify work-related risks and play a role in finding solutions to reduce these risks. At OCR, management is responsible for devising and implementing safe methods and practices, but also for establishing mechanisms that fosters the development of a safety culture.

Managers at all levels of the organization must supervise operations closely in an effort to identify any practices or conditions that do not meet safety standards so that appropriate measures may be taken as quickly as possible to correct the situation. All OCR employees have a responsibility to perform their duties in a way that will not adversely affect their own health, safety or physical well being, or that of their co-workers, customers or the general public. Every employee must also take all reasonable precautions to protect OCR property and equipment with which he or she has been entrusted as well as the property and equipment of other railway companies.

We at OCR firmly believe that workplace health and safety can be achieved only if everyone is fully involved.

**James D. Allen
General Manager**

August 2006

Hats off to OCR staff for keeping locomotive inspections current!



Roy Murray



Malcolm Dobie



Devon Moore



Dennis Church

**Make
Every
Day
A
Safe Day!**

Don Steele from page 6

Speaking of track employees, I have to say that I rarely meet one that I don't like. I find them to be the most humble and accommodating employees on the railroad. The inspections performed and the track work carried out by this group of professionals is quite something. Their ability to spot potential problem areas on the track and react with appropriate action equals the ability of a good locomotive engineer in proper train handling. My respect for this group of employees continues to grow as my understanding of their duties grows.

That's all for this month, take care of yourself and your fellow workers.

Don



The Buckley Sub snakes along the beautiful Skeena River in B.C.

Photo: Don Steele

The Corner Office by James Allen

Revenues for the month of August of \$601K were \$27K or 5% greater than Budget and Expenses were kept in check resulting in an Operating Income of \$116K or \$41K ahead of

Plan. We need to keep this momentum going!

There were no incidents or accidents in the month. Well done! As summer closes and the leaves first turn brilliant colors then fall to the ground we know winter is just around the corner.

Already Jerry has had his guys replacing water in the locomotives with antifreeze; Luc has been visiting clients explaining our Winter Operation Plan and what they need to do in order for us to operate safely in their facilities; Serge has been getting in touch with the

various municipalities our trains run through reminding them of their responsibilities to keep crossings clear of snow and ice build-up as well as contacting Snowmobile Clubs.

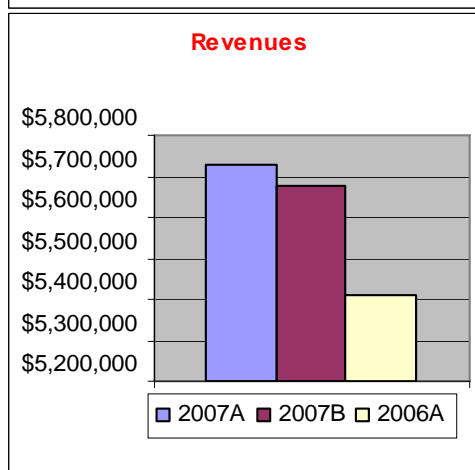
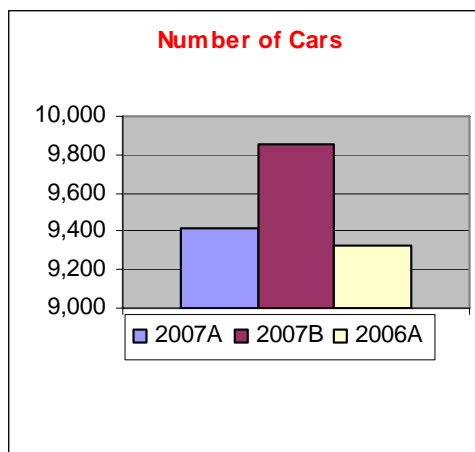
Winter is hard on a railway both people and equipment. Let's make certain we are well prepared. By the way a tip of the OCR cap to Jerry and his guys who despite being shorthanded have managed to keep Locomotive Inspections current. Well done Roy, Malcolm, Devon and Dennis!

This time of the year is when OCR looks ahead to see what we expect the following year to look like. Mike has been talking with all of our clients, large and small, to get a sense of what they figure they will be doing. In most cases they estimate the same level of business as this year and in a couple of instances anticipate modest growth.

We continue however to look at different ways to grow the business both with existing clients and attracting new ones. If you have any thoughts let me know. Over the next few weeks Diane will be busy pulling all the data together to finalize the 2008 Budget. Finally, make every day a safe one.

Jim

Performance Indicators August, 2007



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