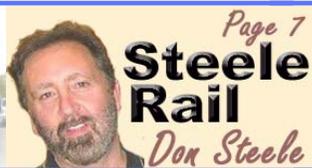


# The Spareboard

Ottawa Central Railway



Aug., 2008, Vol 4 No 8



## OWNERSHIP CHANGE AT CFQ

The following memo was dated September 17 from the desk of Marc Laliberté, President and CEO, Chemins de fer du Québec

As you know, The Quebec Railway Corporation Inc. was founded in 1994. Since that time, some of the original investors have left and others have replaced them, but essentially, the major share-holders of the Company have remained the same from the outset.



Marc Laliberté

For many years now, several of the original shareholders of the Company have expressed, for various reasons, the desire to sell their stake in the company. In view of this situation, Management had undertaken over the last two years a process to renew the shareholders of the Company.

See CFQ on Page 3

An exceptional resource RAC www.railcan.ca

## “It was a fantastic day!”



Photo: Dave Watts

The Norway Bay Golf Club at Bristol, QC was the first stop for the OCR “Rail Day” excursion to promote the need for a future commuter rail service from Pembroke to Ottawa. Passengers were treated to lunch and a display of local history. The group was welcomed by Golf club owner Linda Thompson.

See Rail Day Photos, Page 10

By Dave Watts

When the OCR “Rail Day” special excursion train rolled back into Walkley Yard in the late afternoon, Sunday, October 5, SADC Pontiac Community Futures Executive Director Louise Donaldson, took a deep breath and proudly proclaimed, “It was a fantastic day!” And that pretty well summed it up!

Some eight hours earlier, dozens of Ottawa Valley and Pontiac mayors, reeves, elected officials, media and special guests gathered at OCR’s Walkley Yard under cloudy skies in the chilly morning air to claim their boarding pass for the

the highly anticipated day ahead.

Prior to boarding, Transport Minister, the Honourable Lawrence Cannon dropped by to show support for a future commuter rail service.

See Rail Day, Page 4

### Inside The Spareboard Vol 4 No 8

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COLIN CHURCHER

presents

Railway historian and author Colin Churcher presents colourful insights into railway life.



## Out of Gas

By Colin J. Churcher

Reading the piece in the July Spareboard (San Diego-bound Amtrak train runs out of fuel) reminded me that I once faced a similar problem which also resulted in dire consequences.

In the mid-1960s I was Assistant Station Manager for British Railways at Reading, a large, mainly passenger, station some thirty miles west of the London terminus of Paddington. This job was mainly concerned with keeping the trains moving (we had about 350 passenger trains a day that were booked to stop as well as some 50 through passengers – and there were also the freight trains to squeeze in). It was great experience and I used up a great deal of shoe leather keeping things going.

One morning I arrived early to find a train stopped in the through road with a dead locomotive on the front. It turned out to be a sleeping car train whose occupants were dozing comfortably blissfully unaware that their train had run out of fuel but that I was going to save the day. A quick chat with the driver (engineer) ascertained the engine was unable to move:

“Good job we had a clear road in Guv’, ‘coz’ I coasted the last fifteen miles.”

Now this was the time of changeover from steam to diesel

and diesel breakdowns were quite frequent, so frequent that I had a spare locomotive, known as a “pilot”, to change out failed diesels. When changing a locomotive I would normally remove the recalcitrant machine and replace it with my pilot. The diesel depot would then send someone to get the failed unit working which I could then use as my pilot. However, because the train locomotive could not move, I put the pilot ahead and sent the whole lot off to London. The crew on the pilot were delighted – a trip to London meant serious money to them.

The delay was not very great and I called control (dispatcher or rail traffic controller) to tell them that the Sleeper would be a little late and could I have my locomotive back as soon as possible please.

I then went on to other things. There was always something happening at Reading, a baby abandoned in the Waiting Room, a bunch of drunken sailors causing a ruckus, etc.

But I was soon called into the boss’ office and it was clear that I was in trouble. The Sleeper was scheduled to go into a specific platform at Paddington which was just long enough for the train.

With an additional locomotive on the front the back of the train was out foul of the switch and some five or six platforms were shut off, and this just at the start of the morning commuter rush. The result was chaos. Paddington was able to get a locomotive on the rear but they couldn’t remove the train until all the sleepy passengers had detrained which took almost half an hour.

As I left the boss’s office with my tail between my legs I reflected – I thought I had done a good job but I had omitted to tell control that the Sleeper was longer by an additional locomotive. Ah well – back to that abandoned baby or was it the drink dispensing machine that frequently delivered a piping hot cup of coffee flavored with tomato soup instead of cream?

*The photo shows the east end of the station with the three main lines in the foreground and the two relief lines further back.*



Photo courtesy: Colin Churcher

## OCR Delivers!

Amid the glorious late September sunshine, a group of Purolator trucks ultimately destined for Nova Scotia were loaded and tied down at Walkley Yard. The convoy pulled out on September 26<sup>th</sup>.

Veteran OCR carman Malcolm Dobie, who coordinated the loading process, was somewhat concerned as to what to do with the vehicle keys once the trucks were loaded on the flats. "I think I'll just send them by Purolator," he quipped!

Photo: Dave Watts



**Make Every Day  
A Safe Day**

### CFQ from Page 1

On September 11, 2008, the Board of Directors of the Quebec Railway Corporation engaged the process with an objective of finalising the sale of a number of its subsidiaries as quickly as possible.

In view of the above, I want to reassure you with respect to your employment. No job reductions are foreseen in the short term as a consequence of the potential transactions.

In the meantime, I am counting on you to continue to deliver quality service to our clients as you have done in the past.

I will keep you informed of further developments.

*Marc Laliberté*  
President and CEO  
CFQ



### (Fabulous) TURKEY STUFFING!

|               |                                     |
|---------------|-------------------------------------|
| 1 ½           | cups of turkey stock (from giblets) |
| 6 cups        | toast cubes (1/2 inch etc)          |
| 1 ½ cups      | Instant oats (any brand)            |
| ½ cup         | butter or margarine                 |
| 1 cup         | chopped onions                      |
| 1 cup         | chopped celery tops                 |
| 2 tablespoons | chopped parsley (or dried etc)      |
| 2 teaspoons   | salt                                |
| ¼ teaspoon    | pepper                              |
| 2 teaspoons   | poultry seasoning                   |
| <i>Or...</i>  |                                     |
| 1¼ teaspoons  | Sage                                |
| ½ teaspoon    | thyme                               |
| ¼ teaspoon    | crumpled bay leaf                   |
| 2             | large eggs (slightly beaten)        |

**In** covered saucepan, cook turkey giblets in lightly salted water to cover. **Add** a few celery leaves and onion slices. **Simmer** until fork tender (about 1 ½ hours). Use chopped giblets in gravy or stuffing. **Toast** enough sliced white bread to make 6 cups of ½ " cubes. **Add** oatmeal to toast cubes. **Cook** onion and celery stops in butter until soft. **Add** to toast cubes with all remaining ingredients.

**Yields** enough stuffing for a 10-12 pound turkey.

# INCIDENTS & ACCIDENTS

Through August, 2008



|                           | Aug 2008  | FIN 2007  | FIN 2006  | FIN 2005  | FIN 2004  | FIN 2003  | FIN 2002  | FIN 2001  |
|---------------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| Main Track Accidents*     | 0         | 3         | 0         | 4         | 0         | 2         | 0         | 1         |
| Non-Main Track Accidents* | 5         | 11        | 13        | 10        | 9         | 11        | 6         | 8         |
| Crossing Accidents        | 4         | 4         | 1         | 1         | 2         | 2         | 4         | 2         |
| Trespassing Incidents     | 0         | 0         | 0         | 0         | 0         | 0         | 1         | 5         |
| Employee Injuries*        | 3         | 2         | 1         | 3         | 2         | 5         | 8         | 0         |
| Cardinal Rule Violations  | 0         | 0         | 0         | 1         | 0         | 0         | 0         | 2         |
| Hyrail Accidents          | 0         | 1         | 0         | 0         | 1         | 0         | 0         | 0         |
| Vehicule Accidents        | 1         | 1         | 1         | 1         | 1         | 1         | 0         | 1         |
| <b>TOTAL</b>              | <b>13</b> | <b>22</b> | <b>16</b> | <b>20</b> | <b>15</b> | <b>21</b> | <b>19</b> | <b>19</b> |

## Other Incidents

|                  | Aug 2008 | TOT 2007 | TOT 2006 | TOT 2005 | TOT 2004 | TOT 2003 | TOT 2002 | TOT 2001 |
|------------------|----------|----------|----------|----------|----------|----------|----------|----------|
| Human Factor     | 1        | 4        | 2        | 4        | 3        | 5        | 3        | 4        |
| Ice & Snow       | 0        | 1        | 1        | 0        | 0        | 0        | 1        | 1        |
| Track Conditions | 3        | 3        | 4        | 1        | 1        | 0        | 1        | 1        |
| Vandalism        | 0        | 0        | 1        | 0        | 0        | 0        | 0        | 1        |
| Equipment        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        |
| 3rd Party        | 1        | 2        | 5        | 5        | 5        | 6        | 1        | 1        |
| Other            | 0        | 1        | 0        | 0        | 0        | 0        | 0        | 0        |
|                  | 5        | 11       | 13       | 10       | 9        | 11       | 6        | 8        |

## Rail Day From Page 1

Following a brief welcome from Minister Cannon, Ottawa Councillor Eli El-Chantiry read a special welcome letter from Ottawa Mayor, Larry O'Brien congratulating the initiative and wishing the journey well.

Shortly after 10:00AM, OCR locomotive 1838 pulled the two coaches and trailing power 1828 out of Walkley Yard.

Aboard the train, Valley entertainer Dai Bassett, known as "The Singing Farmer" introduced a new song "The Ottawa Valley Train" and the crowd loved it!

Following a smooth ride through some of the most gorgeous countryside in eastern Canada, the train pulled up to a freshly constructed stopping area opposite the Norway Bay Golf Club at Bristol, QC.

Passengers were invited to get out and stretch, take the pleasant three minute walk to the clubhouse, or ride in the door-to-door comfort of a golf cart.

Golf Club owner Linda Thompson welcomed the group with a taste of Bristol hospitality. After her welcome address, Ms. Thompson served up hot coffee and a box lunch for the guests. Within forty-five minutes, OCR engineer Bernie Seguin signaled passengers to return to the train with a short blast of the horn, and shortly after, the consist pulled away.

The Beachburg sub returns to Ontario amid more breathtaking scenery at Portage-du-fort.

**See Beachburg, Page 9**



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# Performance Indicators

August, 2008

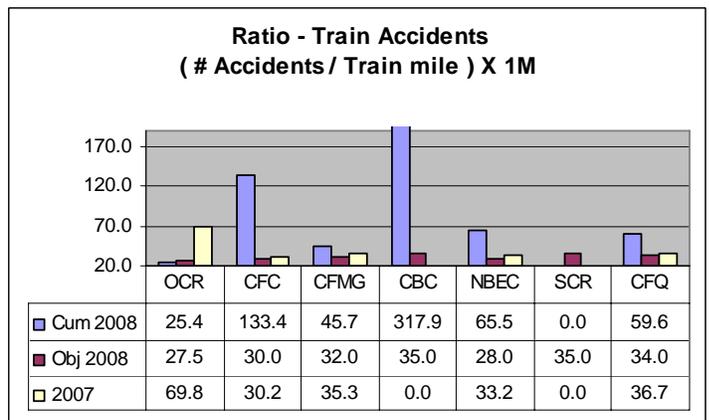
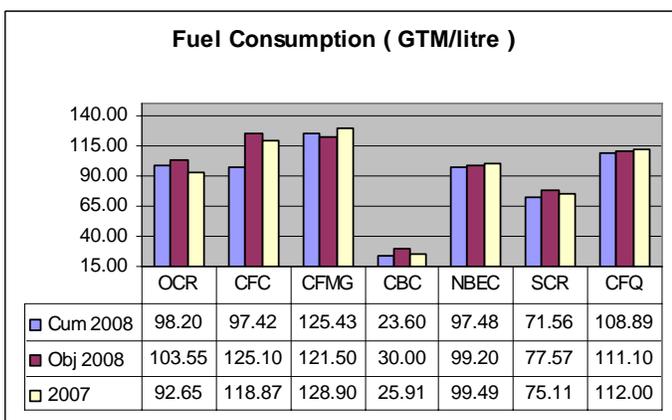
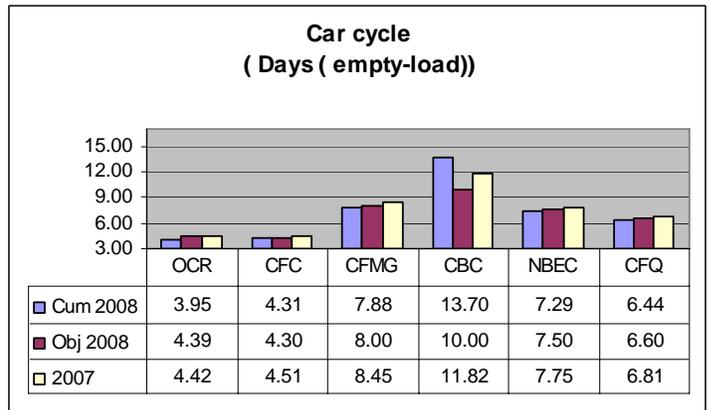
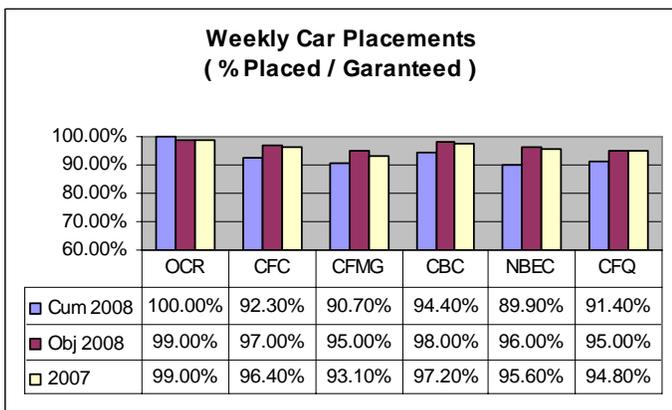
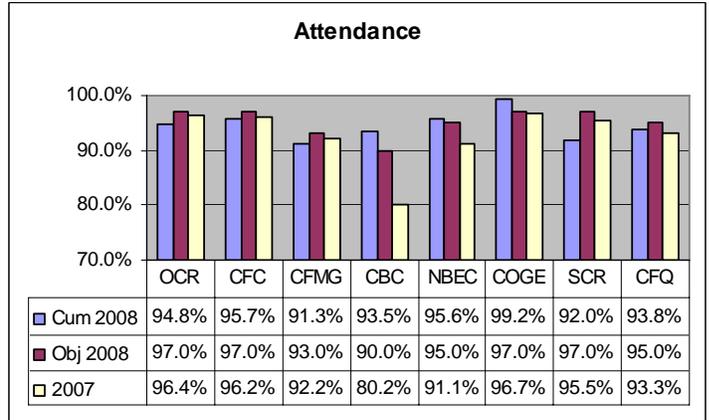
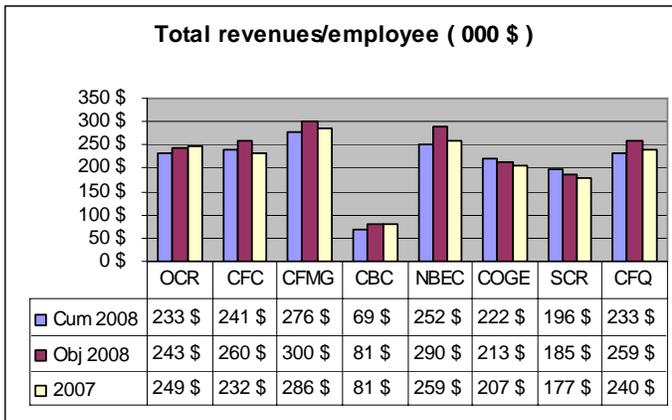


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# The Balancing Act

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

## THE BIG SPLIT: KIDS, SEPARATION AND DIVORCE



### “The Balancing Act”

is reprinted courtesy Shepell-fgi and is supplied as a service to OCR Staff by:

Laurent Caron,  
Director,  
Human Resources,  
Chemins de fer du Quebec



Laurent Caron

Dealing with a divorce or separation can feel as heart-wrenching as the passing of a loved one because it signals the “death” of a relationship. But despite the sense of grief and loss the split can stir up, separation and divorce can offer parents and children a chance for personal growth and discovery, especially when the months or years leading up to the event have perhaps been filled with conflict and tension.

*No matter how it happens, a break up can take its toll, both mentally and physically, on everyone involved.*

Get your family on the road to healing and recovery with the tips below.

### The Hard Part – How to tell the kids.

No matter how the separation came to be, you and your partner need to set aside your differences and decide how you are going to tell your children. Make this as easy on them as possible by:

#### Giving a concrete reason for what is going on.

Instead of going into detail about your spouse’s shortcomings, offer an age-appropriate explanation of why the two of you have decided that separation is the best option for the family.

Children know more than you think: taking an honest approach will prevent feelings of anger and resentment down the road.

**Being specific about changes.** Discuss how this will affect their daily lives, which parent will be leaving the household and how often the kids will see each of you.

#### Reassuring children that it’s not their fault.

Kids *will* find a way to blame themselves for their

parents’ problems. Your children need to know there was nothing they could have done to prevent the separation. Remind them often— through words and attention— that your love for them will not change even if the living arrangements do.

#### Encouraging children to express emotions and ask questions.

Kids heal faster if they’re allowed to talk through their thoughts and emotions. Never badmouth the other parent as it puts children in a situation where they’re forced to choose sides. While you may not always agree with your soon-to-be ex, you need to stay united in your commitment to your kids.

### Coping Strategies for You.

**Maintain a united front.** A separation or divorce shouldn’t mean divided parenting. Make arrangements for regular talks to keep one another updated on school, vacation plans or problems that need to be dealt with and work together to hammer out an action plan.

**Take care of yourself.** While helping your children cope with your separation or divorce is crucial, you won’t be able to offer much support if you’re busy falling apart. Deal with your emotions, and avoid burdening your kids with your anger or frustration by talking to a close friend, family member or spiritual leader about what you’re going through. Shed stress and keep your energy levels up by squeezing regular exercise—whether it’s walking, swimming or yoga—into your day and avoiding common break-up “buddies” like alcohol, tobacco and unhealthy food choices. While they may seem like a good idea at the time, they’re likely to leave you feeling even more frazzled and stressed. At worst, they can lead to an unhealthy “crutch” for coping with your problems or even an addiction.

**Balancing Act continues on Page 7**

**Balancing Act**  
*Continued from Page 6*

**Get help.** If your arguments with your ex are starting to become a problem, or if you're feeling overwhelmed or alone, consult a professional who can help you work through your issues— independently, as a couple and as a family—and uncover new ways to handle the new family dynamic constructively.

Separation or divorce is a tough road filled with obstacles and potential pitfalls that can steer you off course and stop you from moving forward with your life. But by maintaining a civil (if not positive) relationship with your ex-partner and handling this life challenge with grace, skill and sensitivity, you'll create an environment for yourself and your kids that is not only healthier, but ultimately happier too.

Need parenting advice as you go through a separation or divorce? 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.



**Make Every Day  
A  
Safe Day!**



**Fuel conservation and wheel problems**

I recently had a conversation with Roy Murray on the subject of wheel damage on the locomotive fleet. OCR has been spending a lot of money on repairing flat spots caused by sliding wheels.

The cost of taking a locomotive out of service and spending money on a problem that is, for the most part, preventable is hard to justify in today's tough economic conditions.

Railways are already reeling from the huge increase in the price of fuel.

So what can we as locomotive engineers do help remedy this situation?

Firstly, we should ask ourselves if we are contributing to this problem. If we are using the throttle aggressively while we are switching not only are we wasting fuel, we may also be contributing to wheel sliding. If your engine slides then you should be reassessing your methods of

controlling the movement.

Are you switching too fast and if so why? Are we so pressed for time that we feel pressured to switch quickly? The reality is that in an 8 hour yard shift, the difference might be only 15 minutes or so. What is that 15 minutes costing OCR if our locomotive has flat spots or out of round wheels. That is not to mention the use of more fuel than is required. Even if you could save 25 litres per shift that would end up being approximately \$10,000 per year,

We mostly switch with air on OCR property so the use of the automatic brake valve should be the primary stopping method used and not the independent. We know that we should first bail-off before applying the automatic and then wait 6 seconds per locomotive after the exhaust has ceased.

The independent is always available even if further required even though we are in the bail-off position.

Of course, switching using the automatic brake valve requires more effort and a higher degree of concentration, but it is also safer and easier on the conductor if he is riding the equipment being shoved.

**See Don Steele, Page 8**



Photo courtesy Don Steele

**Don Steele from Page 7  
Fuel and Brakes**

The locomotive engineer can challenge himself and perfect his craft while learning to use the automatic brake to its full potential. Often this is learned through trial and error but remember to always err on the side of safety. Of course these are general principles and there are areas that require special techniques because of grade and type of material handled.

Remember as well that OCR pays for the wheels and brake shoes of the locomotive but not for the brakes on the freight cars that enter our territory.

If you are a locomotive engineer that already practices the above principles, the keep up the good work. If you are a locomotive engineer that does not make an effort, then try it out, see if you can improve on your performance and continue to progress in your evolution of your trade. A trade that has always taken great pride in looking after the equipment in their charge while looking after the safety of their fellow crew members.

One final point is the proper procedure in the event of an emergency brake application while moving. We know that the maximum brake cylinder pressure is 27 lbs with a fully applied independent. This maximum of 27lbs will climb to over 40 psi from the automatic brake valve even if the independent is in the fully released position. This is excessive in any circumstances as a sliding wheel loses its efficiency in providing stopping ability. The proper method is to bail-off and then apply the independent manually to an appropriate degree

as required by the situation. This will keep the wheels from skidding and also lessen in train forces that could cause possible jackknifing situations or injuries to employees.

Take care and until next time

*Don Steele*

I would welcome any comments or questions at:

[steeled@nb.sympatico.ca](mailto:steeled@nb.sympatico.ca)

**LEXOPHILES!**

*(Lovers of words!)*

**(Part 4)**

1. *A calendar's days are numbered.*
2. *A lot of money is tainted: 'Taint yours, and 'taint mine.*
3. *A boiled egg is hard to beat!*
4. *He had a photographic memory which was never developed.*
5. *A plateau is a high form of flattery.*

**OCR and RAC host dangerous goods workshop**

On Thursday, September 25, Ottawa Central Railway and the Railway Association of Canada hosted an 8 hour workshop to help understand the fine points of railway dangerous goods response.

The program included classroom instruction and "hands on" rail yard activities. Participants were briefed on how railways deal with incidents involving dangerous goods, what

resources are available and environmental consequences.

Designed and facilitated by the RAC's Dangerous Goods Team, participants touched on the rules and regulations involving the transport of dangerous goods, response for the first responder, safety precautions, environmental concerns, incident command system, railcar and tank car nomenclature, safety marks, documentation and emergency planning.

The workshop was facilitated by Andy Ash, Manager, Dangerous Goods, RAC.

Ottawa Central Railway and the Railway Association of Canada hosted a dangerous goods workshop on September 25 at Walkley Yard.

Photo: Dave Watts



**Rail Day  
Beachburg, next up!  
From Page 4**

Shortly after 13:00 Hrs, the Rail Day excursion arrived at Beachburg, ON to the thundering applause of the estimated 200+ on hand!

The spectacular welcome was only exceeded by the incredible warmth and hospitality of the entire community.

The highlight was a welcoming address by Whitewater region deputy Mayor Ron Lowe.

**See Rail Day, Page 11**

**Giving thanks**

**Formal Thanksgiving began in Europe**

The history of formally giving thanks can be traced to three separate beginnings.

Long ago, before the first Europeans arrived in North America, the farmers in Europe held celebrations at harvest time.

To give thanks for their good fortune and the abundance of food, the farm workers filled a curved goat's horn with fruit and grain. This symbol was called a cornucopia or horn of plenty. When they came to Canada they brought this tradition with them.

In 1578, upon his arrival in North America, the English navigator Martin Frobisher held a formal ceremony, in what is now called Newfoundland, to give thanks for surviving the long journey.

The third came in the year 1621, in what is now the United States, when the Pilgrims celebrated their harvest in the New World.

The first official Canadian Thanksgiving Day was celebrated on April 5, 1872 in gratitude for the Prince of Wales' recovery from serious illness.

The holiday was not officially recognized again till 1879, when parliament declared Thanksgiving to be an annual national secular holiday.

In Canada, Thanksgiving falls on Monday, October 13<sup>th</sup> and in the U.S on Thursday, November 27<sup>th</sup>.

**Turkey Facts**



**Just in time for Thanksgiving!**

- At one time, both the turkey and the bald eagle were national symbols of America.
- According to the U.S. Department of Agriculture, one-sixth of the 300 million turkeys sold each year are sold for Thanksgiving.
- A turkey under 16 weeks old is called a fryer; a roaster is usually five to seven months old.
- Turkeys have great hearing, but no external ears.
- Age is the most important factor in the taste of a turkey. Old males are preferable to young ones. The opposite is true for female birds.
- Turkeys are the only breed of poultry native to the western hemisphere.



**Happy Birthday**

**Jamie Campbell**

**Anniversaries**

**Charles Anderson**

**- 1 Year**

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Transport Minister, the Honourable Lawrence Cannon (L) and Railway historian Harry Gow listen as SADC Chair Heather Alberti addresses the crowd at Walkley Yard prior to departure.

Photo courtesy: David Jeans



Registration for the day of discovery begins in the chilly morning air at OCR's Walkley Yard.

Photo: Dave Watts



Rail advocate and Transport 2000's David Jeanes joined SADC Executive Director Louise Donaldson aboard the Pilot Train.

Photo courtesy: David Jeanes



Dai Bassett strummed his way into the hearts of all riders with valley and railway songs.

Photo: Dave Watts



The first stop! The Norway Bay Golf Club, Bristol, QC.

Photo: Dave Watts



(At left), Once on board, the passengers settled in for a journey through gorgeous Pontiac and Renfrew Counties. (At right), Councillor Marianne Wilkinson.

Photo: Dave Watts



Pontiac Mayor Edward McCann (L) and Ottawa Councillor Eli El-Chantiry take a break in conversation for a quick pose.

Photo: Dave Watts





“Rail Day” passengers were whisked from the temporary loading platform to the beautiful Norway Bay Golf Club grounds by golf cart!

Photo: Dave Watts

**Rail Day  
Beachburg, next up!  
From Page 9**

A declaration was read and signed by area politicians calling for the continuation of this initiative and the project to move forward. The declaration called for the provincial governments of Ontario and Quebec to contribute funding.

By 14:00 Hrs, the passengers and crew were back on board with OCR locomotive 1828 now leading the way back.

Some forty minutes later, the train arrived back at Bristol with one more quick stop at Norway Bay Golf Club.

Soon after 17:00 Hrs, the excursion came to a stop at Walkley Yard.

“Now the real work begins to keep this going,” said SADC’s Louise Donaldson as she stepped off the train. “And what a great start.”

The train carried some sixty-five passengers. The list included area mayors, reeves, councilors, and other elected officials discussing, in a rail environment, the benefits of developing a future Commuter service from Pembroke to Ottawa along the Beachburg sub.



Photo: Dave Watts  
PC MPP for Renfrew-Nipissing-Pembroke and critic for Tourism and Recreation John Yakabuski addressing the crowd in Beachburg..



Photo: Dave Watts  
Norway Bay Golf Club owner Linda Thompson welcomed the guests and media with a brief historical overview followed by lunch



Whitewater Region deputy mayor Ron Lowe addresses the visitors and reads the declaration calling for the continuation of the commuter rail initiative and a call for provincial funding.

Photo: Dave Watts

The OCR Rail Day crew included (L to R) Roy Murray, Malcolm Dobie, Ian McCord, Bernie Seguin, Dan Mick, James Allen (seated below, beside Ian McCord), Dennis Church and Ian Stewart.

Photo: Dave Watts



Photo: Dave Watts  
Cheryl Gallant, MP Renfrew – Nipissing – Pembroke (L) chats with CFRA radio’s Alex Black and ANews reporter Laura Lowe (R)

**The Corner Office**  
by James Allen

**“Improvements in all categories!”**

Revenues for the month of \$616K were \$38K higher than Budget and \$15K ahead of last year.

The storage of empty rail cars continues to provide an infusion of revenue which is helping to offset our struggling clients.

Given the continuing high fuel costs total expenses were nonetheless \$23K less than Plan.

A peek at the Performance Indicators shows improvements in all categories.

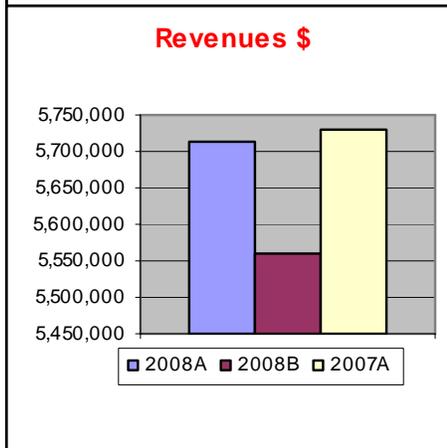
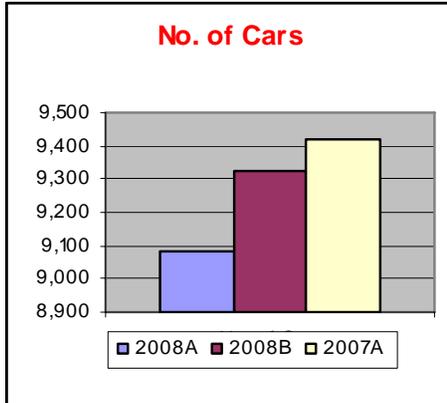
I am very pleased with the "Ratio-Train Accidents" and expect we will continue to improve.

The OCR Rail Day was an unqualified success. There is an opportunity, if the dollars make sense, to get involved with the Pontiac/Renfrew group and bring commuters into the city of Ottawa. The same could hold true for Smith Falls, Cassleman and Alexandria!

As you know the rumours are swirling over ownership changing hands however at this point in time it is business as usual. I expect every OCR employee to conduct themselves in the professional manner our clients and the communities we travel through have come to expect. Finally. Remember to make every day a safe one.

**Performance Indicators**  
**OCR**

August, 2008



**“IN BOX” Top Pick**

*Subject: Thanksgiving dinner may be delayed!*

*This photo always makes it to “In Boxes” every Thanksgiving!*



**The Spareboard**  
is published by  
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