



Petawawa bound...



Photo © Ian McCord, 2006

OCR's Dennis Church (L) and Malcolm Dobie secure DND cargo at the Walkley yard prior to the train's journey to Pembroke, ON for unloading. The cargo would then continue by road to Petawawa, ON. The photo was taken on Monday, December 4, 2006

RAC ANNOUNCES 2007 SAFETY AND ENVIRONMENT AWARDS

RAC member railways are invited to submit nominations for the 2007 Safety and Environment Awards. The intention is to "recognize the Canadian railway industry's promotion of rail safety and protection of the environment," says Gerald Gauthier, the RAC's director of industry Liaison.

The annual RAC Environment Award and the Safety Award motivate the industry to continue adopting better working and operating practices, and increase the public's awareness of Canada's railways' safe and environmentally-friendly practices.

See Award on page 4

OCR TO PROVIDE ON-SITE STORAGE SPACE

By Dave Watts

Ottawa Central Railway has announced an intention to allocate a portion of its yard facility to car storage.

"Right now, we have in the neighborhood of 350 car spots," says James Allen, OCR General Manager. "We're actively expanding and by early summer we should have

upwards of 480 spots available."

The storage offering will be of particular interest to Class 1s, manufacturers and leasing companies.

"We provide excellent interchange services, 5 days a week with CP and 6 with CN says Mr. Allen. "Our rates are extremely competitive too."

OCR also provides fast easy access to Montreal, Toronto and the U.S. marketplace. For more information, including rates and availability, contact Mike Downey at OCR, by phone at 613-260-9669 or email: mike.downey@cfqc.com

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Backtrack

By Dave Watts

THE MAGIC OF A 'LIONEL'

Joshua Lionel Cowen was born in 1877 and he grew up with trains. His passion would bode well for the young New Yorker well into the twentieth century.

Cohen was an inventor and marketer. Little did he know that "The Electric Express" and the toy trains that followed would usher in a generation of kids of all ages who 'had to have a Lionel'!

He spent his lifetime marketing to families that every boy needed a Lionel, and a Lionel would "prepare them for adulthood". Soon dads were encouraged to join their sons; this in itself helped spawn a tremendous interest in the hobby of model railroading.

Major department stores featured Lionels in their window displays at Christmas. In the 1950s, Lionel popularity and prosperity was at its peak. By the 1960s, interest was waning. Young boys and their dads were cultivating new interests in things like slot cars and electronic games.

Following Joshua Lionel Cohen's passing in the late 60s, his company changed hands and direction several times. But the history and heritage prevailed.

Lionel is alive and well today. Over 50,000,000 Lionel trains have been sold world-wide and Lionel is well poised to bring the romance and fun of toy trains and model railroading into the 21st century.



Courtesy:
www.lionel.com

Separate Incidents hit CN on the same day

Derailment at Mile 97.5 near Lytton, BC on the Ashcroft Subdivision on January 4, 2007 as the lead locomotive careened down the embankment after encountering a rock slide.

The crew was rescued the following morning as they were unable to climb the embankment.



Photo: Courtesy OCR



Photo: Courtesy OCR



Photo: Courtesy OCR



Photo: Courtesy OCR

...meanwhile,

Also on Thursday, January 4, 2007, a snow slide hit a CN coal train on the former BCR Tumbler Sub.

The slide occurred approximately 100 miles from Prince George.

There were no injuries reported.

(CN-Yahoo)

Fern's

Rule Of The Month

By: Fern Essiembre

A recent incident in January 2007 resulted in a CN movement colliding with an OCR train stopped in 105 territory at Côteau. The application of this rule is of the outmost importance.

115. PUSHING EQUIPMENT

- (a) When equipment is pushed by an engine, a crew member must be on the leading car or on the ground, in a position to observe the track to be used and to give signals or instructions necessary to control the movement.

EXCEPTION: A crew member need not be so positioned when the portion of the track to be used is seen or known to be clear. However, the movement must not approach to within 100 feet of any public, private or farm crossing unless such crossings are protected as described in Rule 103 paragraph (b) or (g).

- (b) On MAIN TRACK, when equipment is pushed by an engine, unless protected by a crew member as described in paragraph (a), the movement must:
- (i) NOT be made while the leading car is within yard limits or cautionary limits;
 - (ii) NOT exceed the overall length of the equipment; and
 - (iii) NOT exceed 15 MPH.

SPECIAL INSTRUCTION – Rule 115

1. **Seen or Known to be Clear** – is defined as seeing the portion of the track to be used as being clear and remaining clear of equipment and as having sufficient room to contain equipment being pushed. This determination must be made by a crew member, yard supervisor or other qualified employee who can observe the track and has radio contact with the employee controlling the movement. Where a track that has been seen to be clear, and no access to that track is possible by another movement, the track may be considered as "known to be clear".

Note: When it can be determined that other movements are not on duty or not performing work in the track to be used, the requirement of "known to be clear" can be considered to be fulfilled continuously.

2. **Engines Backing Up** – When making a backup movement with an engine consist and visibility is restricted, a member of the crew must be on the leading locomotive in direction of movement and in position from which signals necessary to the movement can be properly given, unless the route is seen or known to be clear.



Quick & Easy

BEEF & ONION STEW

- | | |
|--------|---|
| 1 ¼ lb | stewing beef or beef bourguignon – cut into small chunks or strips |
| ½ | cup of olive oil |
| 2 | cups of sliced onions (blend red onions and/or green onions with cooking onions for a nice flavour) |
| 2 | Cloves of garlic |
| ½ | teaspoon of salt |
| ½ | teaspoon of pepper |
| ½ | teaspoon of allspice |
| ½ | teaspoon of sugar (optional) |
| 1 | 2 – inch piece of cinnamon stick |
| 1 ¼ | Cup dry red wine |
| 1 | 8 – oz can of tomato sauce |

Using a heavy skillet, brown the meat in the hot olive oil, then remove the meat from the pan. Brown the onions and garlic, then blend in the other ingredients and stir well. Return the browned meat and bring everything to a boil. Reduce to simmer and cover. Stir occasionally while cooking for approximately 2 hours or until the meat is tender. (Serves 4)

Suggestions: serve with rice and a garden salad or mixed veggies.

INCIDENTS & ACCIDENTS

December, 2006
Ottawa Central Railway



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

Fun With Words (3)

*For those who love the
philosophy of hypocrisy and
ambiguity...*

1. With her marriage she got a new name and a dress.
2. When a clock is hungry it goes back four seconds.
3. A grenade fell onto a kitchen floor in France – it resulted in Linoleum Blownapart.
4. You're stuck with your debt if you can't budge it.
5. Local Area Network in Australia; the LAN down under!
6. A boiled egg is hard to beat!

OCR SAFETY EXPO AND OPEN HOUSE STRESSES SAFETY EDUCATION

As reported in the October "The Spareboard", OCR confirms April 27 and 28 "Safety Expo and Open House" days.

"Planning is underway as we speak", says OCR's James Allen. "Every year we try to add in more educational value for both Ottawa's emergency response professionals and the community at large."

OCR will be closed to the public April 27th during the seminars and workshops for the response teams.

The Walkley Yard will be open to

the public the following day, all day, Saturday, April 28th.

Watch coming issues of "The Spareboard" for updated information.

Awards continued from Page 1

Every member is invited to submit one initiative a year per category (freight and passenger) for each of the Awards (Safety and Environment).

Initiatives implemented by outside parties such as customers and suppliers are eligible.

Nominations should be received by February 16th, 2007. The Safety and Operations Management Committee, upon recommendation of a Review Committee, will select the winning initiatives of 2007.

The nominations for both Awards ask for the name of the person coming up with the initiative and identifies implementation by an employee, customer, supplier or any other stakeholder. Nominations are restricted to one initiative per member railway. The Awards will be announced and presented during National Transportation Week, May 13 to 18th.

(RAC Media Release)

Performance Indicators

December, 2006
Ottawa Central Railway



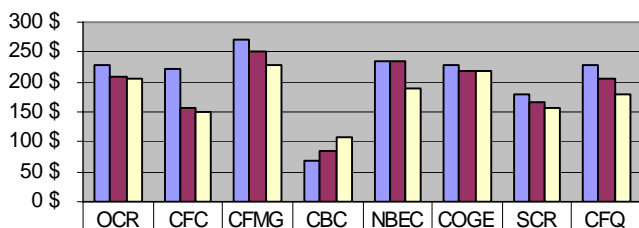
Our Mission:

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

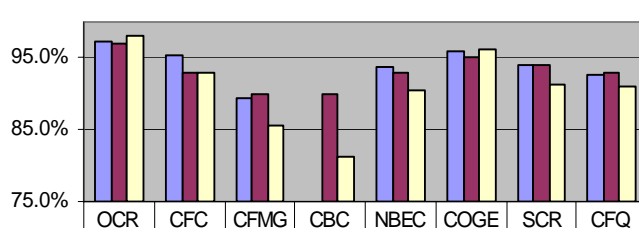
Basis of the Mission:

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

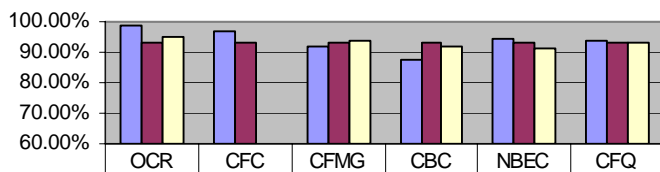
Actual Freight revenues/employee (000 \$)



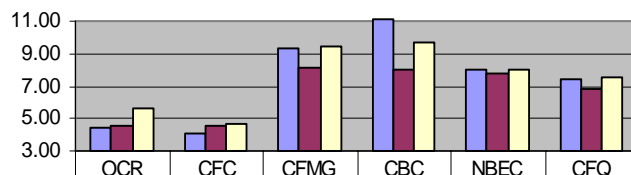
Attendance



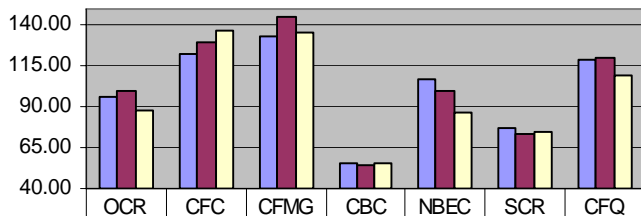
Weekly Car Placements (% Placed / Garanteed)



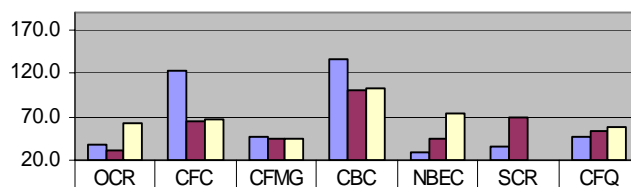
Car cycle (Days (empty-load))



Fuel Consumption (GTM/litre)



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





The Balancing Act Work/Life balance tips

A Breath of Fresh Air: Creating a Smoke-free Reality

A nagging cough. Constant fatigue. Smelly clothes. Empty pockets. These are just a few reasons why most people want to quit smoking. More importantly, Tobacco-related illnesses kill more than 45,000 Canadians a year, a fact that also pushes a number of smokers to quit. But how do you get there when it seems impossible to do? After all, you may think cigarettes are your trusted friend, helping you stay calm, keeping your weight down and even helping you focus. Stop! With the right resources and support, you can stop rationalizing and put together a plan for quitting and move towards a smoke-free vision of the future.

Excuse: *I need to smoke in social situations.*

REALITY: Anti-smoking legislation in Canada has made lighting up in most workplaces, bars, restaurants, coffee shops and other meeting places a thing of the past. The truth is fewer people than ever are smoking, making it less of a social norm and easier for you to quit. Avoid situations that make you want to smoke—like going for a drink or spending time with smoker buddies—during your first weeks after quitting.

Excuse: *Smoking helps me cope with stress and relax.*

REALITY: You may feel more relaxed but smoking releases “feel-good chemicals” from the brain that only last about 30 minutes. When the feeling slips away, you’re left craving another one. The bottom line? The nicotine in cigarettes is actually a stimulant and raises your blood pressure and your heart rate. You can release the same “feel-good” chemicals using other relaxation techniques like meditation, yoga or breathing exercises to cope with stress.

Excuse: *If I quit smoking, I’ll gain weight.*

REALITY: When you quit smoking you may gain a little weight, as you’re likely to substitute cigarettes with food, but the health advantages of quitting are worth more than a few pounds. Think of butting out as your chance to start fresh and adopt a healthier physical routine. Not only will this help you quit—and stay smoke free—it will keep the pounds off, help improve heart and lung functions, relieve stress and cravings, and you’ll feel great about yourself. Instead of turning to a cigarette go for a walk, pop in a workout DVD or take a boxing class.

Excuse: *It’s impossible to quit.*

REALITY: Nicotine addiction is both physically and psychologically addictive, which can make it seem like it’s impossible to quit. Keep reminding yourself of all the good reasons you should quit, like the 4,000 dangerous chemicals—including arsenic, ammonia and cyanide—that you breathe in with each puff. Or the fact that one out of every two smokers will die from tobacco related illness. Thousands of Canadians butt out each year with help from family and friends. Try going cold turkey, using nicotine replacement therapies, homeopathic options or talk to your doctor about the variety of choices available to help ease you into your smoke-free lifestyle. And remember: it takes many smokers more than one try to be successful so keep at it.

Excuse: *Life won’t be enjoyable without cigarettes.*

REALITY: Smoking stinks - literally and figuratively. It robs you of your hard-earned money, chips away at your health and your physical appearance (think yellow teeth and fingers and more wrinkles).

Look at all the non-smokers you know. Do they have a good time? Are they happy in life? The first few times you attend a party, take a stroll or hang out with non-smoker friends. At first it may be difficult, but after that, it will be smooth sailing. Learning to ride a bike wasn’t easy, but you toughed out the scrapes and falls. So challenge yourself once again and stick with your new and improved smoke-free life knowing the painful times will pass.

Excuse: *The harm is already done.*

REALITY: It’s never too late to quit and reap the health benefits: Within eight hours of quitting, carbon monoxide levels drop and oxygen levels in your blood return to normal. Within two days of butting out, your chance of heart attack decrease and, you’ll be able to smell and taste better. Three days after your last cigarette, breathing gets easier and you’ll have more lung capacity. Two weeks to three months after that, lung function increases by 30 per cent. Six months after quitting, coughing, sinus congestions, tiredness and shortness of breath improve. One year later? Your risk of heart attack is cut in half. After 10 years, your risk of dying from lung cancer is halved. Once you’ve been smoke-free for 15 years, your risk of a heart attack is the same as a person who never smoked. There are more than enough reasons to quit smoking. The question is why do you smoke in the first place? Fear and force of habit make it hard to imagine a life without cigarettes and can make you doubt your ability to stop. Don’t fall for the same old smoking myths and excuses; instead, step out of the haze and create your own new smoke-free reality.

Need help reaching your smoke-free reality? Your Employee Assistance Program (EAP) can help. You can receive support through a variety of resources. Call your EAP to see if you are eligible at 1.800.387.4765 for service in English, 1.800.361.5676 for service in French.

This content is meant for informational purposes and may not represent the views of individual organizations. Please call your EAP or consult with a professional for further guidance.

“Balancing Act” supplied to “The Spareboard” by Laurent Caron, Human Resources, CFQ

WarrenShepell © 2007 WarrenShepell

Observations Non-compliance

ENGINEERING (Track Dept)

By Serge Beauchamp

OCR OBSERVATIONS NON-COMPLIANCE ENGINEERING

Subject (rules)	Jan	Feb	Mar	Apr	May	Jun.	Jul	Aug	Sep	Oct	Nov.	Dec	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
Positive identification (CROR 121)	1					2							3
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						3			4
others													
Safety watch													
TOTAL Non-compliance	2	0	0	1	0	2	0	0	0	3	0	0	8
TOTAL Observations	13	8	9	15	11	18	13	13	10	15	18	10	153
% Non-compliance	15%	0%	0%	7%	0%	11%	0%	0%	0%	3%	0%	0%	5%

"Observations – Engineering and Transportation"
appear regularly in The Spareboard

OCR's Serge Beauchamp looks back over 2006
See **TRACK WRAP 2006** on page 12

Monthly Observations Per employee

ENGINEERING

By Serge Beauchamp

MONTHLY OBSERVATIONS PER EMPLOYEE FOR 2006

OCR Track Department

Track employees	Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec	Total YTD
Benoit Beauchamps	1	1	1	1	1	1	1	1	1	1	1	1	12
Serge Beauchamp													0
Georges Brohart	1	1	1	1	1	2	1	1	1	1	1	1	13
Lavern Brohart	1	1	1	1	1	1	1	1	1	1	1	1	12
Wayne Brohart	1	1	1	1	1	1	1		1	1	1	1	11
Sean Gill		1	1	1	1	2	1	1	1	1	1	1	12
Vincent Mayhew			1	1	1	2	1	1	1	1	1	1	11
Richard Myre		1	1	1	1	2	1	1	1	1	1	1	12
Cyril Wolfe	1	1	1	1	1	2	1	1	1	1	1	1	13
Contrator	5			6	2	9	5	1		5	8		41
X-Rail	3	1	1	1	1	1		5	1	1	1	1	17
Patrick Beauchamp									1	1	1	1	4
Monthly Totals	13	8	9	15	11	23	13	13	10	15	18	10	158



UNIQUE YET SIMILAR

With a 'trained' eye, Don Steele looks at railways of CFQ.

Since becoming the trainer for the Québec Railway Corporation, I have had the opportunity to really get to know all of the 5 railways of CFQ. I would like to begin a series describing the sister railways of OCR. All of these railways are unique in their operations but are similar in many regards. Many employees of these railways wonder about the railway life at other railways so I will attempt to paint a small portrait of daily life, beginning farthest to the east in Nova Scotia with the Sydney Coal Railway.

Sydney Nova Scotia is as far east as you can get in Canada's mainland and this Cape Breton community is home to the friendliest and most hospitable people around. Coal mining had provided a livelihood for over a century but by the mid 90's the coal reserves were dwindling and the price of coal was so low that eventually all of the coal mines closed causing real economic hardship for its population. Things had been going downhill for a long time including the Devco Railway that was responsible for transporting the coal from the mines to the port. Even though this railway was equipped with a great fleet of GM 2000 HP locomotives and a car and diesel shop that any railway would envy, the future was not great. To go along with the equipment, Devco also had a trained workforce of carmen, track and diesel shop employees,

conductors and locomotive engineers willing and able to keep the railway running.

There was also a coal fired power plant approximately 10 miles from the port that had a voracious appetite for coal.

See Steele Rail on page 12

HAPPY BIRTHDAY!

Luc Larose
Malcolm Dobie
Diane Carrier

HAPPY ANNIVERSARY!

Malcolm Dobie
7 Years
Roger Trempe
4 Years

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

Observations Non-compliance

TRANSPORTATION

By Luc Larose

OCR OBSERVATIONS NON-COMPLIANCE 2006 - TRANSPORTATION													
Subject (rules)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD
General Rule A													0
Switching by radio (CROR 12.2)													0
Engine bell (CROR 13)													0
Whistle (CROR 14)	1												1
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
Operating bulletins, DOB, TGBO (CROR 83, 83.1)										2			2
Train location report (CROR 85.1)													0
Public crossings at grade (CROR 103)													0
Hand operated switches (CROR 104)												1	1
Derailed (CROR 104.5)			1										1
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_____			1	1	1			1					4
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					1		4
Push/Pull Test													0
Other													0
TOTAL Non-compliance	1	0	3	1	2	1	0	1	0	2	1	1	13
TOTAL Observations	21	16	17	16	16	20	6	25	16	30	15	22	220
% Non-compliance	5%	0%	18%	6%	13%	5%	0%	4%	0%	7%	7%	5%	6%

Monthly Observations Per employee

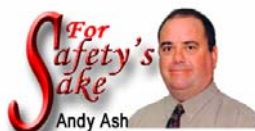
TRANSPORTATION

By Luc Larose

Page 10

MONTHLY OBSERVATIONS PER EMPLOYEE FOR 2006 - TRANSPORTATION

Employee	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total YTD
Belliveau P													0
Brisson A	43	23	19	11	22	14	5	2	11	11	14	7	182
Campbell B	17	6	10		15	9		9	5	4			75
Campbell Jamie	17	12	4	6		24		5	3	3		25	99
Campbell John						32	5	11	9	3	4	3	67
Gagnon MA	7	7	6	6	22	14		10	12	13	13	15	125
Houle, M	32	33	7	13	4	36	6	20	9	9	2	3	174
Kelly S	45	36	8	3	15	17		20	11	6	12	16	189
Krasilycz J	9	2	35	4	11	14	5	6	25	12			123
Laing J		25		2	4	27		10	13	12	14	9	116
Martin R	4		13	4									21
McRae B	4	12		7	7	15		3	32	4	1		85
McRea K						10		6			15	21	52
Perrier P	4	3	10		3	4	9	3			15	19	70
Proulx N												15	15
Ritarose M	26	33	8	7	15	9		21	4	7	12	16	158
Robinson P	18	13	22	14			5		3	3	3	25	106
Seguin B	16	22	5	5	3	4	9	3	2		4	3	76
Talbot C	23	12	4	10	4	36	6	25	14	13	12	15	174
Trempe, R	18	13	22	23	7	24		3	12	4	4		130
													0
TRACK													0
RIDEAU BULK				1	1			2				1	5
CONTRACTOR	1												1
3rd PARTY													0
Totals	284	252	173	116	133	289	50	159	165	104	125	193	2043



Andy Ash is
Manager,
Dangerous
Goods, RAC

PLANNING FOR EMERGENCIES

“In time of peace, prepare for War.”

Flavius Renatus Vegetius, famed 4th century military writer.

Not only in the world of emergency response, but in everyday life, more accurate words could not be spoken.

We are not talking about war, but rather, planning for emergencies.

Stuff happens (for lack of a better word); this means that when you least expect it, you may be faced with an emergency.

Emergencies come in many different forms.

In the railway industry, it could be a derailment or fatality; it could also be that the printer in office runs out of paper.

Nevertheless, if we are not prepared to deal with what gets thrown at us, we will not be able to respond properly, perhaps making the situation worse. Emergencies can happen anywhere, anytime – and usually do.

See Ash: Emergencies, Page 12

CFQ LAUNCHES CORPORATE WEB SITE



CFQ's
Michel Nadeau

Chemin de fer du Québec, parent company of Ottawa Central Railway, has launched a new corporate website.

CFQ's Michel Nadeau reports

the site brings all company railways together with everything from historical background to contact information.

As the site continues to grow and evolve, visitors and clients alike will find it an interesting and valuable resource. For instance, company media releases and info updates will soon be available for viewing on the 'News' link. The web site is www.cfqc.com



2006 © Chemin de fer du Québec - IT Division

Steele Rail from page 8

The coal for this power plant was now being brought in from the world market and had to be transported by train. Enter Brian Lavigne and the Quebec Railway Corporation to re-organize and eventually renew this new company called the Sydney Coal

Railway.

Thus began an amazing renewal of a railway that had been ignored and downgraded for many years into a dynamic and profitable railway. The tracks were upgraded and maximum speed on the subdivision which was 10 mph went to 25 mph. All tracks were considered non-main track 105 territory and this was changed to main track and was now controlled by the RTC office in Campbellton. A new vessel unloading system was introduced which allowed 21 car unit trains be loaded easier and quicker.

I received the call to upgrade the skills of all the employees at SCR and one of the unique things that happened was that the shop and track employees would also be qualified to work on trains as conductors and sometimes locomotive engineers. This meant that I would spend a lot of time in Sydney and I will tell you that I enjoyed every minute of it. The person who was responsible for hiring at SCR did a fantastic job. The employees hired are as friendly and helpful as can be imagined and from the time I stepped on the property, I felt that I was among friends. The warmth and good humour I felt amongst everyone including the management team made it a treat to go into the training room. The laughter and good-natured ribbing was the norm but never went overboard and did not change the fact that they took their jobs and safety very seriously. Their safety record was always excellent and their regard for their fellow workers safety was second to none. Still they were asked to take on more responsibility and professionalism and did so willingly. Today they work to rule and are amongst the top in terms of safety at CFQ.

People are the greatest asset of any railway.

See Steele SRC on page 14

HATS OFF FOR A JOB WELL DONE!

Fast action keeps incident to a minimum

By Jerry Kelly

On December 26, 2006 train 531 was switching the Smurfit mill at Protage du Fort when one set of wheels derailed on a railcar due to a spread rail on a crossing. Fast reaction by the conductor, **Jason Laing** and engineer **Normand Proulx** allowed them to stop before more serious damage was done and they were able to pull the car back onto the track.

Track foreman **Vince Mayhew** who was the only track maintenance employee available on the holiday reported to the site within 30 minutes of the call to see what he could do.

With little more than a bar and a hammer and a lot of hard work he used his ingenuity and know-how, and with the help of conductor Jason Laing they stripped 6 to 7 feet of asphalt and were able to bring the track in close enough to allow the car to be delivered to the customer.

That is a fine example of teamwork and these employees are certainly an equally fine example of the pride OCR staff take in the work they do.

Great job well done by all involved.



Jason Laing



Normand Proulx



Vincent Mayhew



By Normand Proulx



CROR RULE 147 TRANSFER BETWEEN CREWS

Crews relieved of duty on line must contact the RTC as to the disposition of all documentation and authorities held for their train.

- (a) When a conductor, locomotive engineer or both are changed off, or relieved, all GBO, clearances, authorities, DOB and other written instructions and all necessary information still in effect must be transferred personally to the relieving crew. The transfer must be known to be understood by the relieving conductor or locomotive engineer.
- (b) When it is not practicable to carry out a personal transfer between conductors and locomotive engineers, a list of the items transferred must be prepared and signed by the conductor and locomotive engineer going off duty. The relieving conductor and locomotive engineer must compare all pertinent information with the RTC before proceeding.
- (c) Instructions received from a foreman must not be transferred. The relieving crew must contact the foreman and obtain the necessary authority and/or instructions.

Every month, an OCR employee selects the Safety Rule

Ash: Emergencies from page 10

At home, it could be severe weather, blackout, fire, a family member illness/accident or a plugged toilet.

On the roads, it could be that your car breaks down, you get into an accident or you run out of windshield washer fluid as you pass a truck on the 401 highway in winter.

Emergencies can be prevented with safe practices, clear thought and dedication.

Sometimes however, emergencies cannot be prevented. So if we plan ahead, the effect of the emergency situation may or can be reduced.

There are many excuses we use not to prepare for emergencies. It costs too much money. I don't have the time. Nobody else does, why should I?

Well let's look at these one at a time.

Cost – it can be expensive, just look at our Fire, Police and EMS services. But on a personal basis, keeping basic supplies at home and in your car will not send you to the poor house.

Time – make time. If you take the time to arrange emergency supplies and know where they are located, if you run into trouble you will thank yourself over and over that you took the time!

Nobody else does – so what. You are responsible for yourself, family and co-workers. If everyone does something, we'll be much further ahead in an emergency.

Andy Ash continues on Page 13

"TRACK WRAP 2006"



OCR Engineering's Serge Beauchamp reviews the past year

By Serge Beauchamp

Last year, 2006, was very busy for the OCR Track Department. Besides the regular budgeted Program Spending we did work to improve operations and safety.

We relocated unused signal bungalows along the right-of-way to eliminate vandalism and used them for Kim Hot Start sheds in Walkley Yard and Vankleek Hill as well as the communications tower in Vankleek and finally for storage in Portage du Fort.

We removed the tool house in Pembroke eliminating maintenance costs from repeated acts of vandalism. The guys changed switch ties in Walkley Yard and resurfaced the main lead which improves safety as well as cab riding comfort.

We added new switches in Walkley Yard, tracks 11 and 12 East, to improve operations.

The siding at Smurfit was extended, improving safety and operations, as the crews no longer have to back down 2 miles into the mill with a caboose on the tail end.

Finally we successfully bid on the CPR rail removal project in Walkley Yard which will supply all divisions of CFQ with good rail for inventory, as well, we added 2 tracks to increase capacity for storage. All of the work I have outlined was not budgeted in 2006!

Serge Beauchamp
Track Supervisor

Andy Ash from page 12

What about the Plan?

Familiarize yourself with your railway emergency plan.

It is not only a good idea, but it's part of our job duties to be familiar with the emergency techniques/ actions that must be taken if we are faced with an emergency at work.

Have a household emergency plan that everyone in your family is conversant with. You are not much good if an emergency comes up in your house if you happen to be at work at the time.

I have got a Plan; now what?

Review it regularly with everyone. All stakeholders must be familiar with the plans and must be willing and able to respond at a moments notice. Throw in a few tests/practices to ensure your Plan works!

Need specifics? The links below have a wealth of information on Emergency Preparedness.

Public Safety and Emergency Preparedness Canada:
www.ocipep.gc.ca
Canadian Centre for Emergency Preparedness: www.ccep.ca

Emergency Preparedness Week is: May 6-12, 2007, get ready.

Remember-
"In time of peace, prepare for war."



Friday & Saturday,
April 27, 28th
Watch for more info!

OCR Announcements Congratulations Wayne and Ben!

MEMO



To: All Employees

Re: Assistant Track Supervisor Announcement

Date: January 8th 2007

I am pleased to announce effective today the appointment of **Wayne Brohart** to the newly created permanent position of Assistant Track Supervisor reporting to Serge Beauchamp. Effective immediately all Track Foreman will report directly to the Assistant Track Supervisor.

Wayne has over 32 years of track experience and has been with the Ottawa Central Railway since the first day of operations in December 1998.

I count on your support and know you will join me in welcoming Wayne to his new position, wishing him the very best.

Sincerely,
James D. Allen
General Manager

MEMO



To: All Employees

Re: Track Foreman Announcement

Date: January 22nd, 2007

I am pleased to announce that **Ben Beauchamp** will take on the responsibilities of Track Foreman effective January 19th.

Ben started with the Ottawa Central Railway (OCR) working the summer of 2001 in the Shop. He returned the following summer as a Track Maintainer in Vankleek Hill and left to complete his education. He worked part time in the Track Department during 2003 and 2004 commencing fulltime employment in September of that year.

Please join me in wishing Ben all the very best in his new responsibilities.

Sincerely,
James D. Allen
General Manager

BROKEN RAIL LED TO ACCIDENT

Weather issues continue to plague North American railways over the winter months particularly from unusually heavy snowfalls in the U.S. mid-west. In addition to the snow, a cold-weather related incident hit UP in mid January.

A train derailment that sent seven Union Pacific railroad cars tumbling

into a creek was caused by a cold weather-damaged rail from plummeting temperatures, according to a UP spokesman. Nobody was injured in the accident on Jan. 17 on a bridge near Gore, OK, about 30 miles south of Muskogee.

A total of 14 cars of the 133-car train derailed. An 80-foot bridge span collapsed after being damaged by falling railroad cars. Bridge repairs and cleanup have been completed.

(Associated Press 070125)(RAC)

Steele SRC from page 11

I have met so many positive people during my career and have many great memories but the time I have spent in Sydney at SCR will be amongst the best. To see a railway renewed and brought back from the brink into a thriving business bodes well for all of us at QRC.



OCR locomotive engineer Jason Laing (6th from left) with fellow participants of SCR during locomotive engineer training in Sydney, Nova Scotia in 2005

The Corner Office
by James Allen

RECAPPING 2006

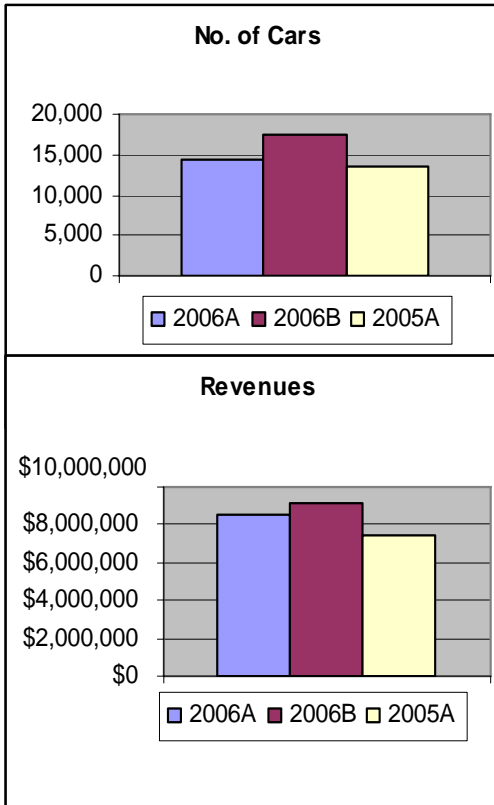
Preliminary results for 2006 show revenues of \$8.5 million falling short of Budget by \$661-thousand. Expenditures of \$6.4 million are \$403-thousand better than plan. Because of this, OCR was able to provide great looking winter jackets to everyone. We are the best dressed railroaders around!

Considering we were never able to land the LP contract, our results are nonetheless encouraging and a major

Performance Indicators



**December, 2006
Ottawa Central Railway**



improvement over 2005. I am pleased to see how well OCR performed as shown in the CFQ Performance Indicators. We were ahead of last year in 5 of 6 categories. Congratulations to everyone!

A couple of accidents in December, which could have been avoided, pushed us over the target. We ended the year reporting 16 incidents, down 4 from 2005 and the second lowest total over the past 6 years. Non main track accidents were the highest in our history with track conditions leading the way. We will continue to put dollars into upgrading our infrastructure both mainline and yards.

Take a moment and look at the *Transportation and Observations Sheet*.

While the percentage of non-compliance is low, we can improve. We still have to work on operating more safely - all of us!

Looking ahead I see good things in store for OCR. Freight revenues should increase as will revenues from the storing of empty cars. All we have to do is to do our jobs safely and to the best of our abilities and the "bottom line" will take care of itself.

Thanks to each and everyone of you for a job well done in 2006.

The year 2007 will be even better!

Jim

"INBOX" Top Pick



Subject: The Safest Place to Hangout!

The Spareboard

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