

# The Spareboard

Ottawa Central Railway

1998-2008  
**OCR**  
Celebrating 10 years of service

Sept 2008, Vol 4 No 9 **FINAL**

**Memories, magic  
and special moments**

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**INVESTMENTS**

Turn market volatility  
to your advantage

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**Steele  
Rail**  
Don Steele

**OCR included in purchase by CN**

## FOUR QRC/CFQ PROPERTIES SOLD TO CN

It's official. In a November 3rd release, CN announced the acquisition of the three principal railway subsidiaries of the Quebec Railway Corp/Chemins de fer du Quebec (QRC/CFQ) and a QRC rail-freight ferry operation for \$C49.8 million.

Under the deal, CN acquires 540 track miles of rail line it formerly owned in eastern Ontario, eastern Quebec and northern New Brunswick, as well as a ferry service on the St. Lawrence River in eastern

Quebec.

CN sold the rail lines to QRC in the late 1990s and has held a minority equity interest in the ferry operation since its start-up in 1975.

E. Hunter Harrison, president and chief executive, said: "The operations we're buying are important to CN because QRC is our second-largest short-line partner, serving important customers at origin and directly feeding our main-line network."

See CN on page 3

## A 'Rail Day' Classic!



Photo © Ray Farand, 2008

Railway photographer Ray Farand captured the perfect pose as the October 5<sup>th</sup> 'Rail Day' excursion to promote a possible commuter rail service through the Pontiac crosses back into Quebec at Portage du Fort. The Smurfit-Stone plant is in the background.

See the crew on Page 16

## The final issue...

### OCR's "THE SPAREBOARD" BIDS FAREWELL!

With the sale to CN of four subsidiaries of the Quebec Railway Corp which includes OCR, this issue of "The Spareboard" will be OCR's final staff, client and stakeholder publication for now.

"The Spareboard" began as an occasional info update in 2003. By 2005, it had evolved into a popular industry monthly.

Researching, writing and assembling "The Spareboard" has been an absolute joy! Thank you to all contributors and media for your generous support.



Dave Watts  
Marketing Communications  
For Ottawa Central Railway

## Inside The Spareboard

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The Spareboard  
Ottawa Central Railway

**COLIN CHURCHER**  
*presents*

*Railway historian and author Colin Churcher presents the final of a series of colourful insights into railway life.*



## Ottawa West – 1965

By Colin J. Churcher



This wonderfully evocative picture was taken by Bill Linley on 31 July 1965. It shows Canadian Pacific train No. 4, “The Dominion” from Vancouver to Montreal coming into the station at Ottawa West. The locomotive has just crossed Bayview Road and Bruce Chapman, the Ottawa West operator with a dirty yellow flag, is hooping up orders to the engineer. Bruce Chapman and his life-long friend Bill Linley are both members of the Ottawa Railway History Circle.

There is so much of interest in this picture. The train order board is set to tell the engineer to stop to pick up orders (but the yellow flag allowed the engineer to proceed without stopping). The locomotive is painted in the beautiful, distinctive maroon and grey scheme with the interesting Beaver above the Canadian Pacific script lettering.

There are several passengers waiting

on the platform for train No. 261, the morning Budd car service to Brockville which will connect with Canadian National train No. 5 to Toronto and beyond. Some are going on vacation – they are well-dressed and a couple of the ladies are wearing hats. There are also bystanders who have come to wish the travelers “bon voyage” or just to watch the trains. A baggage cart and a hand cart are available on the wooden platform to help minimize the dwell time here. A 1960’s era Pontiac Laurentian helps to set the nostalgic scene.

“The Dominion”, running four hours late this day, did not stop at Ottawa West and many of the Brockville passengers became uneasy. Bruce had to calm them down, telling them that their train was still coming but would be a few minutes late because of the meet with “The Dominion” in Hull.

The train will take the right hand track on to the Prince of Wales bridge, through Hull, then over the Interprovincial bridge for another stop at Ottawa Union station before continuing on to Montreal.

This was one of Bruce’s better days. On one occasion the engineer took up the hoop, extracted the orders and threw out the hoop with such vigour that it finished up on top of the locomotive. There was no way Bruce could climb up on the roof so they just left it there.

As the train is passing, Bruce will look for the conductor who will be standing in the vestibule of the Skyline dome car. He will hoop up another set of orders as well as the train staff, in a leather pouch, giving authority for the train to occupy the section of line to Hull West. The electric train staff system was used between Ottawa West and Hull West and from Hull West to Ottawa Union. Essentially, there was a machine at each end of the line into which were set a number of small steel

cylinders (called “train staffs” but known locally as “The Buck Rogers gun”).



The machines were interconnected and interlocked so that only one staff could be withdrawn at a time. This gave the train crew holding the staff absolute authority to enter this section of line. There were only a few train staff installations in Canada but they were installed where traffic was high enough to make operation by train order hectic.

Just about everything in this picture has disappeared – the train, the station and signals. The line in the distance has been sunk below ground level and is now the OC Transpo Transitway. The nearest railway tracks are used by the O Train at Bayview station.

But it is not just the railway that has changed. Our habits have changed. People no longer come down to the station to see the trains. Our leisure habits have also changed and fewer of us now go on vacation by train. I don’t know if this change is good or bad but it is good that people like Bill Linley and Bruce Chapman took the time to record those days.





## CN from Page 1

QRC has done a great job with these rail properties, and we believe can improve on that in future. With CN's industry-leading operating model and track record of seamlessly integrating acquisitions, we expect to realize meaningful operating efficiencies from the addition of these properties to our network."

Pierre Martin, chairman of QRC, said: "We are pleased to have reached agreement with CN on the sale of these three rail subsidiaries and ferry operation.

With our close partnership over the years, CN was the logical purchaser of these properties after QRC decided to dispose of key assets. We believe CN will build on our sustained customer focus to deliver even better service in future."

The QRC properties acquired by CN include:

### **Chemin de fer de la Matapédia et du Golfe (CFMG)**

CFMG has 221 miles of track, interchanging with CN at Rivière-du-Loup, Que. It runs from Rivière-du-Loup to Campbellton, N.B., where it meets QRC's New Brunswick East Coast Railway. CFMG also has a line between Mont-Joli and Matane, Que., where a rail ferry operates to the north shore of the St. Lawrence River.

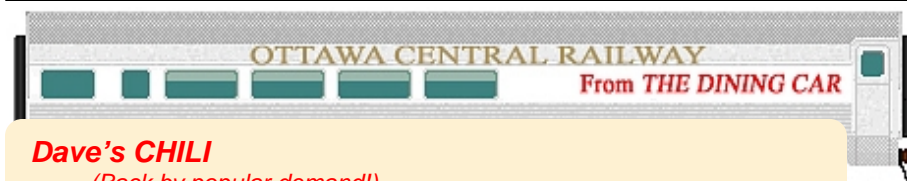
### **New Brunswick East Coast Railway (NBEC)**

The NBEC runs between Campbellton and Pacific Junction near Moncton, N.B. It is 196 miles long and interchanges with CN at Moncton Yard.

**See properties, page 6**



Photo: Dave Watts  
Wheel change-outs take time and patience. In mid October, OCR Alco 1854 gets a new set of wheels under the watchful eye of Shop Manager, Roy Murray.



### **Dave's CHILI**

*(Back by popular demand!)*

- 2 28 oz cans of diced tomatoes
  - 2 28 oz cans of Dark Red Kidney Beans
  - 2 medium onions (finely chopped)
  - 2 stalks of celery (finely chopped)
  - 1 medium Green pepper
  - 1 2.5 lb (1 Kg) lean hamburger meat
  - 1 tablespoon of butter or margarine
- Tabasco, Worcestershire Sauce, Chili Powder, Ground Cumin, Garlic Powder, Salt & Pepper, Lemon (either fresh or from concentrate)

- In a large covered soup pot, sauté the finely chopped green pepper, 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 and gently blend till the meat is browned
- Stir in 1 tablespoon of chili powder, add the diced tomatoes (with the liquid from the cans) and stir everything on medium heat for about five minutes
- Stir in 2<sup>nd</sup> tablespoon of chili powder and a few drops of Tabasco
- Drain off the liquid and 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 let stand on low for a half hour or so, stirring occasionally.

*(Option, for spicier taste, use more cumin and/or chili powder)*



# INVESTMENTS

*"Investments" is printed courtesy of Great West Life Assurance Co and is provided by Laurent Caron, Human Resources, CFQ, as a service to OCR*

## Turn market volatility to your advantage

The month of September 2008 can be summed up in one word: volatile. As the ripple effect of the U.S. credit crisis intensified, hardly a day went by without unsettling news headlines about the state of the financial markets. The negative news caused headaches and sent the world financial markets on a wild roller-coaster ride.

It's easy to invest in a growing market like the one we've enjoyed for the last several years. We tend to forget that there will be times when the markets aren't nearly as good. This is one of those times. As market volatility continues, it's important to remain calm and focus on your long-term investment goals.

## What happened in the financial markets?

The shakeup began with the U.S. sub-prime mortgage woes of summer 2007. The credit crisis deepened in mid-September 2008 as U.S. investment bank Lehman Brothers declared bankruptcy, U.S. brokerage Merrill Lynch was taken over by Bank of America and U.S. insurer American International Group (AIG) sought a bailout from the U.S. Federal Reserve. The month ended with the TSX/S&P plunging over 800 points and the Dow Jones dropping over 700 points after news that a US \$700 billion bailout plan failed to pass through Congress on the first attempt.

The global markets are integrated in many ways. The U.S. credit crunch has had an impact on the rest of the world to varying degrees. The world financial markets have mimicked the U.S. market's yo-yo pattern. The tightening credit market has also left many European banks seeking government bailouts.

## What effect has the credit crisis had on Canadian markets?

There's no doubt that when the U.S. economy suffers, Canadians feel the pain. However the credit crisis in the U.S. hasn't had a huge effect on Canadian financial markets, since the Canadian economy is heavily influenced by the price of oil and other commodities. It's important to note that:

- Some Canadian banks and insurers have much less exposure to the sub-prime market in the U.S. than their American counterparts.
- The Canadian real estate market is much more financially sound than our southern neighbours

Canadian banks are relatively strong due to their solid deposit bases and the regulated commercial banking system that's in place in Canada.

## What does this market volatility mean to you?

During an uncertain market like this, it's easy to see why you may be concerned about how market events could affect your investments. Market volatility is a normal part of economic cycles. It presents an opportunity to invest in stock or other market based investments at discounted prices. If your investment portfolio is based on your risk tolerance and properly diversified

across many sectors, investment styles and geographic regions, these short-term events will have little, if any, effect on your long-term retirement and savings goals.

## Disciplined investing works in all market conditions

Disciplined investing pays in volatile markets. When you made your investment decisions, you may have completed the *Investment personality questionnaire* and selected an asset allocation fund or your own mix of funds from the investment options carefully chosen by your plan sponsor and their advisors. You may have spent time to spread your investments across different asset classes to minimize your risk.

## Now isn't the time to undo those well-conceived plans.

One way to keep on track towards your retirement and savings goals is to revisit the *Investment personality questionnaire* regularly and make adjustments if your plan isn't aligned with your risk tolerance. You can complete the questionnaire on GRS Access, through your plan sponsor or call *Access Line* for a copy. Your personal financial security advisor is also a great resource for information and guidance if you feel your investments don't match your personal risk tolerance.

You may be frustrated with the markets and wondering what to do next. Remember that, historically, there have been a variety of major events that have had a dramatic short-term impact on the markets. Looking back, these are now mere blips on financial market radars.

Generally, those who stay invested are typically rewarded in the long run.

*If you have any questions, please call Access Line at 1-800-724-3402 and speak with one of our client service representatives, Monday to Friday from 8 a.m. to 8 p.m. ET.*

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***“Demonstrate professionalism and a commitment to the highest level of safety”***

It is with a certain amount of regret that I write the final article of Steele Rail. I have enjoyed contributing to OCR's newsletter as I have enjoyed reading it. Thanks to Dave Watts for the entertaining and informative job he did on "The Spareboard".

I am presently providing training for 18 new conductors hired by CN Rail for different locations in the Maritimes. I have provided training from Nova Scotia to British Columbia and I feel that I have a good understanding of the reality of railroading in Canada. In this, my final contribution to the Spareboard, I would like to ask the employees qualified in rules, whether you are employed in track, transportation or equipment to re-double your efforts to ***“work to rule”***. This means to follow every rule and safe work procedure to the letter.

In a time of change and uncertainty, it is all too easy to become distracted from the most important aspect of our job, safety. I think that everyone would agree that being distracted while being in charge of track work, operating trains or hostling engines can lead to mistakes that could prove to be costly.

I can also assure you that CN Rail places the highest priority on safety and the supervisors are increasing their vigilance in monitoring employees. This is the reality of railroading in 2008. I have spent enough time with the employees of OCR to know how professional and knowledgeable they are. It is my hope that everyone continues to demonstrate professionalism and a commitment to the highest level of safety. We should also continue to look out for each other.

CN Rail is a profitable and stable railroad and provides its employees with excellent pay and benefits. In return they demand that employees



show up for work on time and do not miss calls.

There are also opportunities for advancement within the company. There has been a surge of hiring for new conductors and soon will be a surge of hiring for locomotive engineers, track and equipment employees. The skill set you have is a valuable asset. The experience you have gained from your years of experience means that you will never be without work.

I would like to wish everyone the best of luck in the future and hope that our paths cross again. As I said before, I have enjoyed every minute of the time I spent at OCR. I would also like to say thanks to James Allen for the consideration he has given me in providing the training at OCR. James has always been very kind and considerate to me and managed one of the best railroads I ever worked for.

I hope that you have enjoyed reading Steele Rail as much as I enjoyed writing it and I hope that I have contributed in reminding you of what is truly important in our chosen careers as railroaders.

Thanks and may God bless you all.

*Don*



## Properties from Page 3

In tandem with CFMG, the NBEC serves major shippers mainly in the mining and pulp and paper industries.

### Ottawa Central Railway (OCR)

The OCR runs between Coteau, Que., where it interchanges with CN, and Pembroke, Ont. It also serves Hawkesbury, Ont. Major commodities carried by the OCR include newsprint, forest products, steel wire rod and billets.

### Compagnie de gestion de Matane inc. (COGEMA)

COGEMA provides shuttle boat-rail freight service on the St. Lawrence River between Matane and Baie-Comeau, Que., and other ports on the North Shore of the Gulf of St. Lawrence when required. The rail ferry has a capacity of 25 rail cars.

VIA rail uses portions of the NBEC and CFMG for its east coast service, while Ottawa Central runs on VIA rail trackage east of Ottawa.

Excluded from the transaction are QRC's Sydney Coal Railway Inc. subsidiary in Sydney, N.S., and its Chemin de fer de Charlevoix inc. (CFC) unit running east of Quebec City to Clermont, Que.

(CN/CNW 03-11-08)(RAC)



## The Hunt is on!

OCR's Serge Beauchamp lives for hunting season! On the first morning of this year's hunt, Serge is rewarded with a bull moose!

Photo courtesy:  
Serge  
Beauchamp

## RAILWAY OPERATIONS "LIVE" RETURNS TO WALKLEY YARD

On October 22, CHTR (Canadian Heartland Training Railway) instructor Dave Armitage (second from right) explains the fine points of car coupling to trainees including Transport Canada employees. "This group will make good conductors," says Mr. Armitage. The seminar included classroom instruction and 'hands on' in the yard.

Photo:  
Dave Watts







Sporting fresh new paint jobs, the new Ottawa Central Railway debuted its fleet of Alco RS 18 locomotives to the public for the first time, in late 1998.



Rides in a diesel cab, balloons, M&M Meats BBQ, Door Prizes, and media on site made the Grand Opening a huge success!

Photos:  
Dave Watts

The "Grand Opening" in 1999 received solid media coverage on Ottawa's KOOL FM (now BOB FM). The Open House continued virtually every spring thereafter evolving into the annual "Safety Expo & Open House"!



## 566.1

### SIGNAL INDICATION SUSPENDED WHILE SWITCHING

(a) A crew may be authorized to manually operate specific dual control switches at a controlled location, as prescribed by Rule 104.2, paragraph (d). Such authority must be included with work authority, as prescribed by Rule 566 or 567. The indications of signals governing operation over such switches may be considered suspended while switches are in the "hand" position, but only while switching is being performed at the designated controlled location. Signal indication or Rule 564 must authorize the train or transfer into the controlled location, before being issued the Rule 566/566.1 authority.

**Note: Verbal permission may be given to manually operate specific dual control switches within the limits of Rule 566 or 567 authority that did not include 566.1 authority for those switches.**

(b) When switching is to be performed over a spring switch, which is included in the limits of a work authority prescribed by Rule 566 or 567, the indication of the signal governing operation over such switch may be considered suspended, if the switch is properly lined.

(c) When switching is to be performed at a controlled location that includes only a hand operated switch, which is included in the limits of a work authority prescribed by Rule 566 or 567, the indication of the signal governing operation through the controlled location may be considered suspended but only when switching is being performed through that switch.

Fern



# Memories, magic and special moments

## SAFETY EXPO & OPEN HOUSE




It didn't take long for Ottawa Central to catch on with rail fans and model railroaders. The Ottawa Central name-plate pops up regularly in a variety of layouts from HO to O gauge.



Looking west shortly after beginning operations, the pristine former CN and CP facility was set to welcome a new life.

By late 1999, Ottawa Central became a familiar name west to Pembroke, ON and east to Coteau, QC.



While **M&M Meat Shops** were setting up their BBQ, (above), Transport Canada's **Chris Maziariski** (left centre, blue jacket) is flanked by Nepean Kiwanis volunteers and **OCR's Ian McCord** (right) (2003)



Boarding line-ups lasted all day long during the annual OCR Safety Expo & Open House.





OCR always enjoyed first-rate media coverage. The NewRO Cable 6 arrives to film the **Safety Expo & Open House**. The NewRO is now "ATV Ottawa".

Photo: Dave Watts (2003)



The Bytown Railway Society frequently brought in special equipment to display at the **Safety Expo & Open House** such as a 1958 Pontiac Hi-Rail. Below, the O-Train pairs up with OC Transpo's vintage OTC Twin Coach. The 1950 bus, number 337, is restored to original fleet paint. (2004) Photos: Dave Watts



The Railway Association of Canada's Operation Lifesaver Emergency Vehicle (OLEV) promoted safety around railways.



Promoting rail "Safety" to families 'of all ages' was the central message in every **"Safety Expo & Open House"** (2004)





Photo: Dave Watts

OCR's **Safety Expo & Open House** featured a large tent with dozens of safety oriented displays and features. (2007)



Photos © Ian McCord, 2008

Rides were offered on OCR's line cars; the motorized version (L) or the traditional 'armstrong' version (R)



Photo © Ian McCord, 2007

With so much to see and do, it was almost though one day was not enough! (2007)



Photo: Dave Watts

Ottawa Mayor Larry O'Brien dropped by the **Safety Expo & Open House** and takes a moment to pose with local entertainer Robin Averill (2008).



With every passing year, the lineups got longer! By 2008, the annual one day **Safety Expo & Open House** was drawing close to 4,000 visitors over the 8 hour day!

Photo: Dave Watts







OCR's Dennis Church (below left) and Malcolm Dobie secure DND cargo at Walkley Yard.

Photo: © Ian McCord, 2006

In 2004, as facilitated by OCR, media and politicians took a commuter demo excursion from Walkley to Fallowfield, to the Renfrew sub then back to Walkley.

Photo© Ian McCord



In a rare 2002 photo, an OCR yard train meets the O-Train at Greenboro Station.



OCR's Cyril Wolfe clears brush on the Beachburg Sub at Bristol, QC .

OCR Shop Manager Roy Murray on the lift and Jon McNeil on the unit prepare locomotive 1815 for a compressor change-out.



Photo© Ian McCord

In June, 1999, the Circus came to town! OCR 1824 leads the consist bringing the Big Top to town!



Photo courtesy OCR

OCR's Engineering crew work on crossing repair in Vankleek Hill.





Maintaining track infrastructure is priority one. Serge Beauchamp's team work on a section of Walkley Yard.



OCR's Jon McNeil (L) and Dennis Church prepare for locomotive servicing or a regularly scheduled inspection in the shop.



In 2002, when Navan, Ontario farmer Wyatt McWilliams marshalled eastern farmers to help support fellow farmers in the west who were suffering from poor harvests and hard times, OCR assisted with the shipment of over 60,000 large bails of hay to some 1,000 farm families in Saskatchewan and Alberta.

Photo © Ian McCord, 2002

For close to ten years, OCR has hosted a variety of seminars, workshops and hands-on training for Ottawa's emergency response professionals. The following photos illustrate situations and responses.

## Memories, magic and special moments

## SAFETY & HAZMAT TRAINING



(left) "...Initial rescue of injured employee" and at right, E.R. Team closed the leaking bottom outlet valve.

Photos courtesy OCR





Safety training is conducted both in the field with real-life simulations and in the classroom.

Photo below © Ian McCord



TransCAER interactive tank-car provides a tremendous learning experience.

Photo courtesy OCR

The classroom component is a key ingredient in the success of any safety training exercise. Ottawa Central Railway general manager James Allen addresses a 2003 TransCAER workshop.



Memories, magic  
and special moments

**"THOMAS" 2007 & 2008** **OCR**



"Thomas The Tank Engine" visited OCR in 2007 and 2008. Combined attendance over the two years at Walkley Yard was close to thirty thousand.



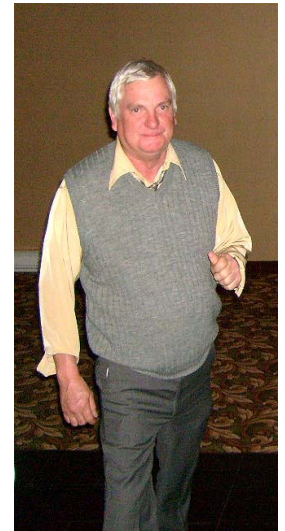
"Thomas" has arrived!



The following images are a random sampling of OCR staff past and present along with visitors and friends!

# Memories, magic and special moments

PEOPLE 





More images of OCR staff past and present, friends and visitors!



*Friends visiting over the years at*



Transport Minister, the Honourable Lawrence Cannon addressed the crowd prior to departure of the October 5<sup>th</sup> "Rail Day" excursion.



Former Minister of Transport David Collette addresses the crowd at the OCR Safety Expo & Open House.



Photo © Ian McCord  
Jim Watson, MPP in the driver's seat with OCR's Claude Talbot looking on.



CTV's Mike Duffy (R) chats with OCR's James Allen following their guest appearances on CFRA's Christmas Cheer Broadcast, 2007



James Allen with CTV's Max Keeping



Richard Patten is flanked by OCR Conductor Jason Laing, left, and engineer Normand Proulx

## “Rail Day”, October 5, 2008 Beachburg, ON



Photo courtesy: Colin Churcher

The October 5<sup>th</sup> “Rail Day” excursion included contributions from many people. From left to right, Roy Murray, Shop Manager; Malcolm Dobie, Carman; Dave Watts, Marketing Communications; Bernie Seguin, Engineer; Dan Mick, Conductor; Dennis Church, Carman; Ian Stewart, Student Intern; James Allen, General Manager, OCR; Ian McCord, Customer Service.

### **OCR managers meet prior to sale announcement**

OCR managers on Friday, October 31 met to get an update on the sale of CFQ subsidiaries to

CN.

The 90-minute briefing included information on current operations and discussions relating to the change in ownership.

On Monday, November 3, an off-premises all-staff meeting



**Happy Birthday**  
Mathieu Houle

**Happy Anniversary**  
Jason Laing - 7 Years  
John Campbell - 4 Years

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

### **Special Thanks**

OCR's "The Spareboard" wishes to thank columnists Don Steele and Colin Churcher for regular, informative contributions over the years.

dealt with the changes. Spokespersons / managers from CN discussed the transition with OCR staff.



Photo: Dave Watts

The OCR management group includes (left to right) J.C. Santerre, Transportation Supervisor; Ian McCord, Customer Service; Jon McNeil, Assistant Shop Manager; James Allen, General Manager; Serge Beauchamp, Engineering Supervisor; and Kamila Burzynska, Finance Assistant.



## The Corner Office by James Allen



**"All in all  
a TEAM  
Effort!"**

As this is to be the final edition of The Spareboard I thought it might be fun to take a look back on the achievements of OCR.

While companies, big or small, produce goods or services, it is the "people" from board room to factory floor who make it all happen. OCR train crews deliver the goods safely and efficiently using vintage locomotives maintained to today's standards by a dedicated shop crew while running over tracks engineered to the highest of standards by professional track crews. A very competent administrative staff keeps "track" of the comings and goings. All in all a TEAM effort.....and what a team you are.

Serge, Ben, Pat, Wayne, George, Laverne, Cyril, Vince, Sean, Richard, Shirley, Kamila, Natalie, Stephanie, Nancy, JC, Claude, Norm, Angele, Pat, Bill, Bernie, Bruce, Kevin, Jason, Mathieu, Phil, Shawn, Jamie, Marc-Andre, John, Charlie, Dan, Roy, Malcolm, Jon, Dennis, Ian, Dave, Brian Lavigne, Roger Leblanc, Luc Larose, Jerry Kelly, Mike Ritarose, Leigh Scott, Mike Downey, Joyce Toupin, Clayton Jones, Devon Moore, Diane Carrier, Edith Lemieux and many

others have "walked the talk". Since December of 1998 you have helped to not only deliver financial results far above shortline industry standards but your involvement in activities such as "Rail Safety Day - Open Houses, mock incident / accident exercises, Circus Train, Thomas the Tank Engine, CHTR Rail Training, moves of military vehicles and the recent Pilot commuter test have put OCR on the map and I take my hat off to each and everyone of you.

CN, as the new owner of CFQ

will have its advantages as it will not only aligns us with the most profitable railway in North America but allows each of you the opportunity to grow and develop career-wise.

As I sign off permit me to wish you all the very best in the future and as always make every day a safe one.

## OCR office staff serve up the Halloween treats!



Getting set to trick-or-treat, OCR's Kamila Burzynska (left), Stephanie Harvey and Nancy Chen dressed up the office on October 31!

Photos:  
Dave Watts

Read back issues  
of OCR's  
*The Spareboard*  
visit

COLIN CHURCHER'S  
RAILWAY PAGES  
www.railways.incanada.net

**Make every day  
a safe day!**

## The Spareboard

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*As we embrace the future,  
...we acknowledge the past!*

*Thank you!*



Ottawa Central Railway

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