

The Spareboard

Feb., 2008 Vol 4 No 2

Ottawa Central Railway

1998-2008
OCR
Celebrating 10 years of service



See
Page
8



See Page 3

The
Balancing Act
See Page 6



Page 8
**Steele
Rail**
Don Steele



"Take Care
Mike!"
Page 9

FOLLOW-UP

DRUMMONDVILLE SUB INCIDENT

In the January, 2008 OCR "Spareboard", Fern Essiembre referenced the tragic late February incident on the Drummondville Sub and a subsequent critical safety reminder. Fern provides more information.

By Fern Esseimbre

On Wednesday February 27th, 2008, trains 784 and 305 were meeting at Fortier on the Drummondville subdivision.

Just prior to the meet, train 305 experienced a train separation and stopped in emergency. The conductor of train 305 began his walking inspection and discovered a pulled drawbar at line 31 on his train. Given the proximity of train 784, the conductor of 784 assisted with the chaining of the car to expedite the clearing of the main line.

After chaining the drawbar and setting out the defective car, train 305, still being assisted by the conductor from train 784, coupled back onto their train. However, they were still unable to get their train line air to recover.

Since 784's conductor had made the re-coupling on behalf of train 305, he began to walk/inspect the remainder of the train.

See Drummondville, Page 3



OCR lends a hand - and some power!

Photo courtesy OCR

When VIA locomotive #904 on train 639 from Montreal had a mechanical failure east of Casselman, ON in late February, OCR train #440 was nearby! The OCR power left its train in the siding at Casselman and headed the VIA train to it's final destination at Ottawa Station.

OCR OPEN HOUSE ON TRACK

OCR's tradition of opening up to the community is slated to continue with the 10th Open House on Saturday, May 3rd.

"We decided to move it back a week in hopes we'll get better weather," says OCR's James Allen.

Open House cont'd on Page 7

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Ottawa Central Railway
Ottawa, Canada

The Spareboard
Ottawa Central Railway

COLIN CHURCHER

presents

Railway historian and author Colin Churcher Presents colorful insights into rail history in and around Eastern Ontario.



The Rear End Collision on the Bridge at Casselman

By Colin J. Churcher

As so often happens with historical research, another piece of information came to light just after the last Spareboard was put to bed.

This had a picture of steam locomotive No. 6218 in a rear end collision with another freight train (Extra 2609 East) on the bridge over the South Nation River at Casselman on 21st December 1944.

I received from Carl Riff a copy of the statement from engineer Findley of No. 6218.

This gives a good account of winter railroading at a time when there were no roller bearing axleboxes, before Walkley yard and before the installation of Centralized Traffic Control (CTC):

"Our train was ordered at Ottawa for 12:45 P.M. I reported for duty at 12noon. Engine was off the shop track on time. Engine was moved to Bank St. for train, and we left the yard at 1:23 P.M. and passed the outer switch, located just east of Bank St. yard office at 1:50 P.M. Account train being frozen

up we were assisted out of yard by yard engine as far as Main St. At Bank St. I received a terminal clearance and running order, and at Riverside a terminal clearance along with a form "W". The order at Riverside was delivered on a hoop and our train passed Riverside about 1:40 P.M. No additional train orders were delivered, we proceeded at a speed of about 25 M.P.H. – the train having been frozen up in the yard, was pulling hard. I had planned going to Alexandria for water, and when about one mile west of Casselman and running at a speed of 37 or 38 M.P.H. I made a service application of the brakes in order to bring the train under control rounding the curve, and to permit a good view of the train order signal. There is a down grade

towards the bridge. Immediately I made the service application of the brake I heard the sound of two torpedoes exploding and saw Flagman about 3 poles east of where the torpedoes exploded. The Flagman had a red flag and was giving me a stop signal. The flagman was located 7 poles west of the bridge and standing on a farm crossing. Immediately the torpedoes exploded and I saw the Flagman, I threw my brake valve into emergency and train slowed down to a point where I thought my train would stop before reaching caboose, which I saw when my engine was about west end of the bridge. My train was not moving more than 5 M.P.H. at time of impact, but it seemed to me the weight of the train kept shoving ahead."



Canada Science and Technology Museum, Matt-0746.

A view of Ottawa, Bank Street, station and yard in August 1948 four years after the collision described here. The view is looking east along the present alignment of the Queensway, the Bank Street underpass is just behind the photographer. On the right is the station and yard office with an engine in the stub. The main line is the clear track with the main part of the yard to the north or left. The train in question would have travelled away from the camera, past the Mann Avenue roundhouse, crossed the Rideau River and would have joined the present Alexandria subdivision at Hawthorne.

Backtrack
By Dave Watts

will return soon!

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

Colin Churcher is a regular contributor to OCR's "The Spareboard"

“TRAIN TO DRIVE” UNVEILED BY OPERATION LIFESAVER

Special training for new drivers

Operation Lifesaver has launched a computer-based training program, “Train to Drive,” to help train new drivers the best way to approach highway/railway crossings. Dan Di Tota, National Director of Operation Lifesaver in Canada said: “Using the newest technology and an interactive design, this new training module will appeal to newly-licensed drivers, and bring the lesson of ‘Look, Listen and Live’ to young motorists across Canada.”

Through consultation with the transportation industries, and those involved in new-driver training, Operation Lifesaver was able to develop the program that complements current driver training. The program utilizes video clips, sound, and presents railway safety information specifically targeted at the 15-24 age groups. The entire program is available on the “Train to Drive” website, at www.traintodrive.net.

Once students have gone through the information, they can take a railway safety quiz. If they score 80 per cent or more, students can print a Certificate of Completion for their driver training instructors.

“This program and quiz is incredibly important, as we are reaching new drivers who are often in the early stages of learning how to drive,” Di Tota said.

See Operation Lifesaver on Page 7



Beef Dumplings

| | |
|------|--------------------------------|
| 1 lb | ground lean or extra lean beef |
| ½ lb | ground pork |
| 1 | tbsp barley |
| 1 | cup soaked bread |
| ¾ | tsp sage |
| ½ | tsp thyme |
| ¾ | tbsp chives (minced) |
| ¾ | tbsp parsley (minced) |
| | Salt and Pepper |
| 1 | Egg |

Squeeze out as much water as possible from bread. Blend all the ingredients including the bread together. Form into small balls (approximately golf ball sized) and cook in a soup or stock for about an hour. The dumplings can serve as a main dish served with potatoes or pasta and a vegetable.

Drummondville From Page 1

Between lines 51 and 52, he discovered a train separation caused by a broken knuckle. The distance between the two cars was 24 feet. After advising the Locomotive Engineer of the problem, the conductor closed the angle cock behind line 51, and walked in the centre of the track towards the tail end cut of cars.

He informed the locomotive engineer on 305 of the type of knuckle required.

There was no further communication after this.

Always be attentive to and protect against the movement of trains and equipment.

Four-second focus

Employees must take a few seconds prior to the start of any job to ask themselves four basic questions:

- do they have a clear understanding of the work to be performed?
- are there any immediate hazards?
- are they using the right tools and equipment for the job?
- are there specific rules or procedures to follow?

Just 4 seconds to help you work safer every day !

See also “Steele Rail” with Don Steele on Page 8

**Make Every Day
A Safe Day!**

INCIDENTS & ACCIDENTS

Through February, 2008



| | Feb 2008 | FINAL 2007 | FINAL 2006 | FINAL 2005 | FINAL 2004 | FINAL 2003 | FINAL 2002 | FINAL 2001 |
|---------------------------|-------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| Main Track Accidents* | 0 | 3 | 0 | 4 | 0 | 2 | 0 | 1 |
| Non-Main Track Accidents* | 1 | 11 | 13 | 10 | 9 | 11 | 6 | 8 |
| Crossing Accidents | 0 | 4 | 1 | 1 | 2 | 2 | 4 | 2 |
| Trespassing Incidents | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 |
| Employee Injuries* | 2 | 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 | 0 | 1 | 1 | 1 | 1 | 1 | 0 | 1 |
| TOTAL | 3 | 22 | 16 | 20 | 15 | 21 | 19 | 19 |
| Other | 0 | 8 | 7 | 8 | 20 | 13 | 12 | 0 |

Other Incidents

| | Feb 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 | 0 | 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 | 0 | 2 | 5 | 5 | 5 | 6 | 1 | 1 |
| Other | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTALS | 1 | 11 | 13 | 10 | 9 | 11 | 6 | 8 |

An exceptional resource



www.railcan.ca

**Make Every Day
A Safe Day!**



4.5 Working on or Near Tracks

4.5.1 Employees, contractors and others working on tracks shall ensure that they have the required protection in accordance with applicable operating rules and any other pertinent rules, regulations or instructions.

4.5.2 Walk clear of tracks when duties permit. Employees, contractors and others who must walk on or near the track must be constantly alert and use common sense and good judgment. Expect the movement of a train, engine, car or track unit at any time, on any track, and in either direction.

4.5.3 If you must cross the tracks, look in both directions for approaching trains or rolling stock. This precaution should be taken while approaching and crossing tracks. Walk straight across when safe to do so and not less than 25 feet (8 meters) from standing equipment.

4.5.4 Walking, sitting or stepping on rails, frogs, switches, guardrails or other track-related devices is strictly prohibited.

Fern

Performance Indicators



February, 2008

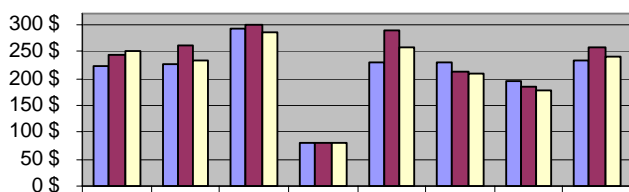
Our Mission:

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

Basis of the Mission:

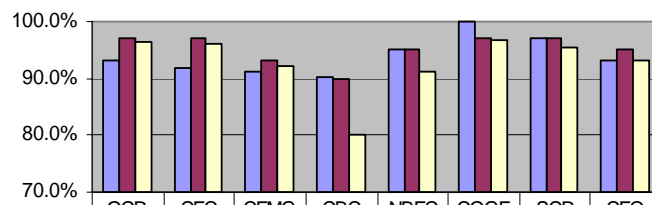
To make a significant contribution to our customer's commercial success by providing safe, efficient and cost-effective transportation logistics services.

Total revenues/employee (000 \$)



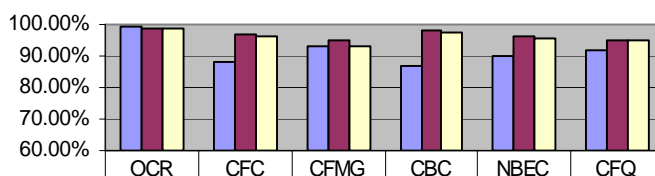
| | | | | | | | | |
|----------|--------|--------|--------|-------|--------|--------|--------|--------|
| Cum 2007 | 221 \$ | 226 \$ | 291 \$ | 81 \$ | 228 \$ | 231 \$ | 196 \$ | 232 \$ |
| Obj 2007 | 243 \$ | 260 \$ | 300 \$ | 81 \$ | 290 \$ | 213 \$ | 185 \$ | 259 \$ |
| 2006 | 249 \$ | 232 \$ | 286 \$ | 81 \$ | 259 \$ | 207 \$ | 177 \$ | 240 \$ |

Attendance



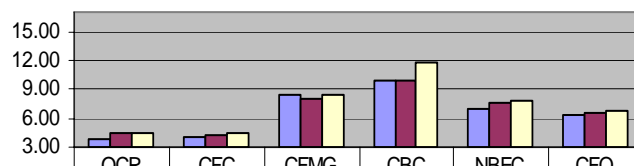
| | | | | | | | | |
|----------|-------|-------|-------|-------|-------|-------|-------|-------|
| Cum 2007 | 93.0% | 91.9% | 91.2% | 90.2% | 95.2% | 99.9% | 97.2% | 93.2% |
| Obj 2007 | 97.0% | 97.0% | 93.0% | 90.0% | 95.0% | 97.0% | 97.0% | 95.0% |
| 2006 | 96.4% | 96.2% | 92.2% | 80.2% | 91.1% | 96.7% | 95.5% | 93.3% |

Weekly Car Placements (% Placed / Garanteed)



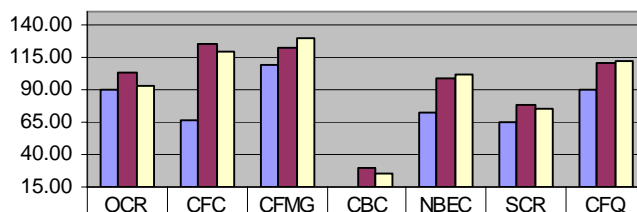
| | | | | | | |
|----------|--------|--------|--------|--------|--------|--------|
| Cum 2007 | 99.10% | 88.10% | 93.30% | 86.70% | 89.90% | 92.00% |
| Obj 2007 | 99.00% | 97.00% | 95.00% | 98.00% | 96.00% | 95.00% |
| 2006 | 99.00% | 96.40% | 93.10% | 97.20% | 95.60% | 94.80% |

Car cycle (Days (empty-load))



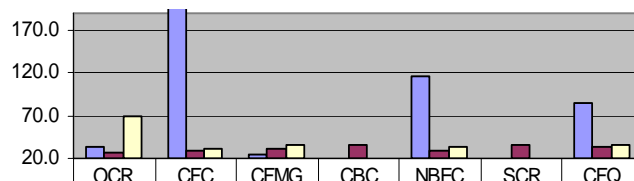
| | | | | | | |
|----------|------|------|------|-------|------|------|
| Cum 2007 | 3.77 | 3.97 | 8.52 | 9.91 | 6.88 | 6.35 |
| Obj 2007 | 4.39 | 4.30 | 8.00 | 10.00 | 7.50 | 6.60 |
| 2006 | 4.42 | 4.51 | 8.45 | 11.82 | 7.75 | 6.81 |

Fuel Consumption (GTM/litre)



| | | | | | | | |
|----------|--------|--------|--------|-------|--------|-------|--------|
| Cum 2007 | 90.14 | 66.81 | 108.62 | 14.59 | 72.78 | 65.15 | 90.57 |
| Obj 2007 | 103.55 | 125.10 | 121.50 | 30.00 | 99.20 | 77.57 | 111.10 |
| 2006 | 92.65 | 118.87 | 128.90 | 25.91 | 102.09 | 75.11 | 112.00 |

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



| | | | | | | | |
|----------|------|-------|------|------|-------|------|------|
| Cum 2007 | 34.4 | 361.5 | 24.5 | 0.0 | 115.1 | 0.0 | 84.5 |
| Obj 2007 | 27.5 | 30.0 | 32.0 | 35.0 | 28.0 | 35.0 | 34.0 |
| 2006 | 69.8 | 30.2 | 35.3 | 0.0 | 33.2 | 0.0 | 36.7 |

The Balancing Act

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

KEEPING CHOLESTEROL IN CHECK



"The Balancing Act"

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

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



Laurent Caron

Exercising.

If maintaining a healthy weight, boosting your mood, shedding stress and improving your quality of sleep aren't reason enough to get active, consider this: regular physical exercise—especially aerobic exercise—has been shown to help reduce LDL or "bad" cholesterol levels and increase HDL or "good" cholesterol. Whether it's walking, indoor soccer or swimming a few times a week, choosing an activity or sport you enjoy will give you something to look forward to and encourage you to stick with it. Remember, it's always smart to consult a physician before starting a new exercise program.

Trimming the fat and cholesterol.

Maintain healthy LDL levels by limiting the amount of cholesterol, saturated fat and trans fat you eat. The American Heart Association recommends no more than 35 per cent of your total diet comes from fat, seven per cent from saturated fat and less than one per cent from trans fats. Aside from reading labels more carefully, simple steps to lower your cholesterol, saturated and trans fat intake include:

- Switching to low fat milk products (1 per cent or less)
- Limiting your amount of cheese, egg yolks and red meat and choosing leaner options when you do eat them
- Cooking with polyunsaturated or monounsaturated oils such as sunflower, safflower, olive or canola instead of butter or hydrogenated margarines.

Eating smarter.

Studies suggest there are a host of heart smart foods that not only taste great but can also cut LDL or "bad" cholesterol levels. These include:

- **Nuts:** especially hazelnuts, pecan, pistachios and walnuts

When it comes to cholesterol many of us have heard the warnings, and we're aware of the toll high cholesterol, otherwise known as inflated Low-density lipoprotein (LDL) or "bad" cholesterol level can take on our bodies. What we may not be as aware of are the day-to-day changes we can make to keep LDL cholesterol levels at bay, and in turn reduce our risk of heart disease, stroke, type 2 diabetes and possibly even Alzheimer's disease.

Arm yourself with the knowledge you need and keep your cholesterol in check by:

Getting tested.

A simple blood test can help you know where your cholesterol levels are so you can map out an appropriate plan of action. Because there are usually no symptoms of high cholesterol, many people don't find out they have the condition until a major health crisis (e.g. a heart attack). Take a preventative approach: talk to your doctor about getting your LDL (or the "bad" cholesterol) and HDL (high-density lipoprotein a.k.a. the "good" cholesterol) levels checked out every few years. While many people think high cholesterol is only a concern later on in life, most doctors recommend starting testing in your 20's.

Recognizing your risks.

There are both manageable and uncontrollable factors that may put you at greater risk for developing high cholesterol. Uncontrollable aspects include: a family history of high cholesterol, age (the older you are, the more at risk you are) and gender (post-menopausal women in general are more likely to have high cholesterol). Diet, exercise and weight are all considered important factors that can be managed. Some studies also suggest shift workers tend to have higher cholesterol levels than the general population. Therefore, if you tend to work long shifts, you may need to be more vigilant about managing the factors you *can* control.

Balancing Act continues on Page 7

Balancing Act from Page 6

- **Soluble fibre:** found in fruits, vegetables, beans and grains. Oatmeal, in particular, has been shown to reduce LDL cholesterol by as much as 10 per cent when eaten regularly
- **Blueberries and grapes** both contain pterostilbene, which scientists believe can help reduce cholesterol levels.

Get a helping hand.

Depending on your risk factors, your doctor may recommend one of the several prescription medications available—in combination with a diet and exercise plan—to more effectively lower your LDL blood cholesterol levels. If this is the case, be sure to discuss the possible side effects with your doctor. By consciously monitoring and managing—with the help of diet and exercise—your cholesterol levels, you'll look and feel better, inside and out. So the next time you think about skipping out on that cholesterol check remember: taking a proactive approach to your cholesterol isn't just a good idea—it's one that can add years to your life.

Need support to develop your own healthy habits? 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.

Shepell·fqi
work. health. life.

Operation Lifesaver Continued from Page 3

"By teaching them railway safety this early in the process, we can show how many highway/railway accidents are preventable through caution and common sense."

Operation Lifesaver hopes the new tool will become a part of driver training curriculum in Canada. In conjunction with the DVD, "Newly Licensed Driver: Safety at Highway/Railway Crossings, highway/railway safety can be an important facet that is addressed through new driver training in Canada.

While the new program is unique, it is not the first time Operation Lifesaver has utilized new technologies. OL launched interactive kiosks in railway stations and museums and has been able to bring their railway safety message to younger audiences.

More information about the "Train to Drive" program can be found on the website, at www.traintodrive.net, or at the Operation Lifesaver website, at www.operationlifesaver.ca.

Since its inception in Canada in 1981, Operation Lifesaver has helped reduce highway/railway crossing collisions by 75 per cent, and recorded 44 per cent declines in trespassing incidents.

It is co-sponsored by Transport Canada and the Railway Association of Canada, in cooperation with other safety organizations, police and public service groups.

(RAC)



RAC's Dan Di Tota



Happy Birthday

Jerry Kelly

Happy Anniversary

Kevin Mcrae - 7 Years

Jon McNeil - 5 Years

*Congratulations
from all your friends at
OCR!*

OCR Open House from Page 1

Damp, cold rainy days have plagued the Open House for a number of years. "A week later could make all the difference," says Mr. Allen.

The timing is good too as it coincides with the wrap-up of "Railway Week" in Canada.

The Safety Expo and Open House will feature both static and interactive displays and once again families can take a ride on an OCR diesel! Proceeds from the event will go to the Christmas Cheer Foundation. The Open House features free parking and free admission at Walkley Yard, 3141 Albion Road South.

OCR will host an Industry Day on May 2nd with the Safety Expo and Open House the next day, May 3rd.

Steele Rail



THE TRAGEDY OF A LIFE CUT SHORT

Michel Ouellet was the name of the conductor that lost his life on the Drummondville Sub in late February.

I knew Michel very well as he was often working out of the same terminal that I was running into, Edmundston N.B. He also attended rules classes with me on several occasions. He was a very warm and friendly person and when he was not working on the railroad he was travelling around visiting different places and loved meeting and talking to people.

When he arrived in the booking out room, you knew he was there as he always smiling, laughing or joking with everyone around. On the job though, he was known as a serious and professional railroader who never cut corners as far as safety was concerned. His fellow employees at CN were shocked to hear what had happened.



Michel Ouellet

Opening Up ...for the 10th time!

Saturday, May 3, 2008



Visitors can learn about rail safety issues, check out the many exhibits and ride an OCR diesel! The doors are open 9:00 AM to 4:00 PM with FREE ADMISSION and FREE PARKING! Ottawa Central Railway, 3141 Albion Road South, Ottawa. Call 613-260-9669 Ext 100 for more info! Be sure to bring your camera!

He was almost 54 years old and is survived by his 2 daughters. May God bless him and his family!

The final report on Michel's death has not been released so the exact circumstances and cause is unknown.

Please take your operating and safety rules seriously. They are written for your protection. Remember that on a 50 car train there is 25 feet of slack between the knuckles. On a 25 car train, there is 12 feet of slack. Keep in mind that railcars equipped with cushion drawbars have several feet of slack each when compressed. As well, never depend on your hearing to warn you if rail equipment is moving.

If we get in the habit of ignoring basic safety rules, we may get away with it for a while but when the day arrives that conditions line up against you, then, the consequences

The

LAWS OF LIFE!

(Part 3)

Law of the Result

When you try to prove to someone that a machine won't work, it will.

Law of Biomechanics

The severity of the itch is inversely proportional to the reach.

Law of the Theater

At any event, the people whose seats are furthest from the aisle arrive last.

Law of Coffee

As soon as you sit down to a cup of hot coffee, your boss will ask you to do something which will last until the coffee is cold.

may be fatal.

See Page 9 for more from Don Steele with a possible rule revision

Steele Rail continued from Page 8

We should look for the following safety rule revision soon:

When an activity is to be undertaken on equipment coupled to a locomotive that requires that the equipment does not move while performing the activity such as;

- changing a knuckle;
- changing an air hose;
- coupling air hoses;
- mounting/dismounting an SBU;
- cutting out the air brakes on equipment;
- securing a dragging brake rigging or operating lever;
- aligning a coupler;

the activity must not be commenced until:

- all slack action has ceased;

Note: When required to close an angle cock in order to restore air pressure as in the case of separated equipment or when coupling air hoses with trainline air pressure present, while performing this action the employee must keep one foot to the outside of the rail. The employee must then ensure they remain clear of the equipment and expect slack action to occur at anytime as the brakes release.

Don Steele

**Make Every Day
A
Safe Day!**

MIKE DOWNEY'S NEW LEASE ON LIFE!

OCR's Mike Downey is heading off to American Railcar Leasing's Canadian office!

Since Mike's arrival at OCR in 2005, he has been a key component in OCR's Sales and Marketing success.

All the best for continued

success Mike, and be sure to drop in and see us anytime!

**Best Wishes Mike!
We'll miss ya!**

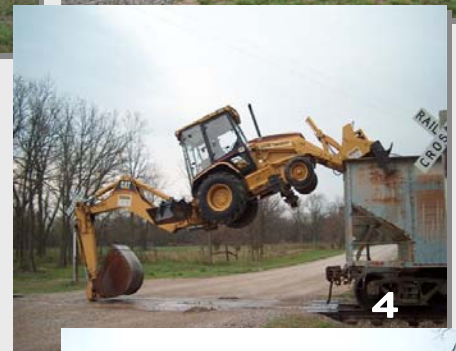
*From all your
friends at*

OCR



How NOT to unload a hopper!

Railway photographer Wally Weart sends this unique set of photos. Wally writes, "I don't believe any safety inspectors would ever approve of this technique!"



Photos courtesy Wally Weart

See "Unloading", Page 10

The Corner Office

by James Allen

Performance Indicators

February, 2008



DOWNWARD PRESSURE ON OPERATING INCOME

Weather and economic conditions were factors

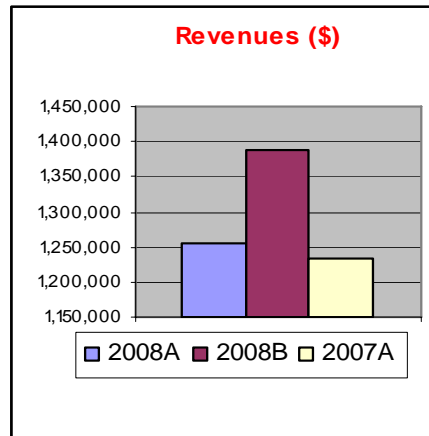
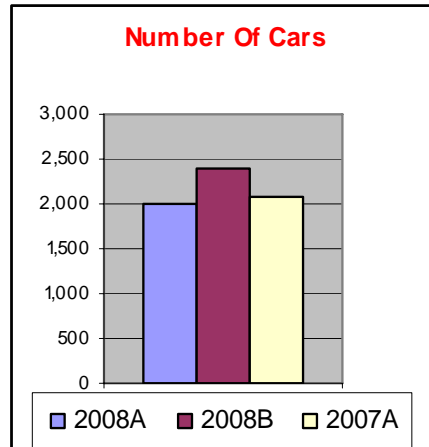
Revenues for the 1st two months of \$1,256 are \$134K lower than Budget.

A combination of lack of equipment and economic slowdown in some of the markets we serve was magnified by the severe winter conditions. Increased costs due to snow removal coupled with unplanned locomotive repairs and increased fuel costs all combined to put downward pressure on our operating income.

There were a couple of minor injuries during the period and I caution all employees to perform their jobs in a safe manner and to never take chances or shortcuts.

As you know Mike Downey, OCR Sales and Marketing Manager is leaving. Over the past 3 years Mike has been instrumental in growing the "top line" and will be hard to replace. I want to thank him for his contributions to the growth and success of OCR and wish him all the very best in his new career.

Finally make every day a safe one.



A Shared Commitment to Railway Safety

The Railway Safety Act Review Advisory Panel has released its Report. You can consult and download a copy of the report from the Panel at the Transport Canada website at:

http://www.tc.gc.ca/tcss/RSA_Review-Examen_LSF/

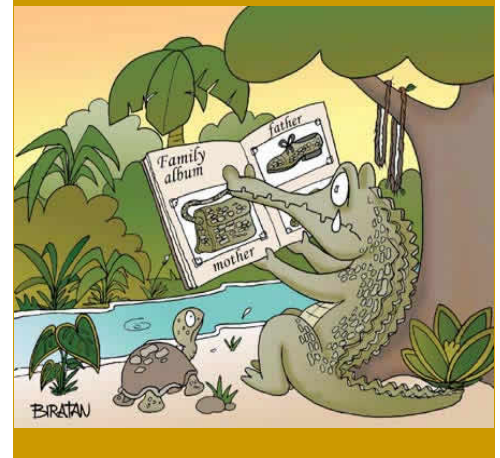
(RAC)

Unloading, From Page 9



Wally

"IN BOX" Top Pick Subject: Family Album



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