

# The Spareboard

Ottawa Central Railway



July, 2008 Vol 4 No 7

Memories of Thomas & Friends

Pages 8, 9, 10



**RAIL DAY**  
SUNDAY OCTOBER 5, 2008  
See Page 3

Welcome Aboard!

Page 11



The Balancing Act

See Page 6



## Canadian Heartland Training Railway

### OCR hosts another industry safety workshop

By Dave Watts

The Canadian Heartland Training Railway returned to Ottawa Central Railway with another work-shop for industry personnel.

Sponsored in part by the Railway Association of Canada (RAC) the two-day workshop dealt with a variety of transportation operations and infrastructure issues.

The sessions began August 20 with a briefing at the RAC Ottawa headquarters followed by a day-and-a-half hands-on training at OCR's Walkley Yard.

Participants included representatives from Transport Canada and private sector organizations. Ottawa Central Railway hosts CHTR training sessions on a regular basis.

See Page 7



CHTR Instructor Dave Armitage

**Make every day  
A safe day!**



Photo: Dave Watts

With "Rail Day" getting closer, SADC Pontiac's Louise Donaldson (L) and Brittany Morin inspect one of two passenger coaches to be used. The special day-long excursion is intended to provide a sense of what potential commuter rail service might be like along the scenic Beachburg sub. Numerous Mayors from the Upper Ottawa Valley, Renfrew County and the Pontiac have confirmed attendance. Other elected officials have been invited.

See Page 3

### Hawkesbury Crossing repairs completed

Several months ago, Serge Beauchamp and his team completed a temporary fix on a broken rail in Hawkesbury, ON. On July 24, under much warmer conditions, MOW completed the rehabilitation.

OCR's Serge Beauchamp was pleased with the effort. "With only 7 men with 2 to redirect traffic meant for a long and hard day for everyone."

He added, "Once again all the guys stepped up to the plate and got it done. I congratulate all the guys for a job well done with a great final result."

The City of Hawkesbury was pleased with the final job. "They expressed their appreciation for the finished crossing," remarked Serge. "(The City) cooperated in the project by cutting the pavement and supplying all the road signs."

See ...Back on track, Page 3

### Inside The Spareboard

Vol 4 No 7

- Colin Churcher Presents 2
- From the 'Dining Car' 3
- Incidents & Accidents 4
- Fern's Rule of the Month 4
- Performance Indicators 5, 12
- Birthdays/Anniversaries 10
- From "The Corner Office" 12

COLIN CHURCHER  
*presents*

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



### Nepean Junction Mystery By Colin J. Churcher

Today, Ottawa Central trains going west towards Arnprior or Pembroke take the Beachburg subdivision from the junction with the Walkley Line at Wass. They cross Ottawa as far as Nepean Junction where the Renfrew subdivision diverges from the Beachburg line. It wasn't always like

The Beachburg line crossed the Renfrew line on an overbridge and this state of affairs continued, even after both lines came under the same management of Canadian National in 1923, until 28 September 1952.

On that date, a new connection was opened between the two lines, the junction was named Nepean and all Canadian National trains were diverted over the Beachburg subdivision. This led to the abandonment of the former OA&PS line from Island Park Drive west to Nepean Junction and allowed for the eventual construction of the Queensway on much of this alignment.

So far this is a pretty straightforward story. The connection was put in as the first of a number of



*(Canadian Science and Technology Museum Mattingly collection)*

This shows a westbound freight train on the Beachburg subdivision crossing over the Renfrew line. The lower line was abandoned in 1952 when Nepean Junction was laid in and all trains started to use the upper line.

normally remove it for use elsewhere or sell it for scrap. However, in this case, the railway, or the NCC, removed the heavy side girders but left the central spacing portion upon which the rails are actually laid. This was moved and left in the bush close to the Beachburg subdivision, but some way away west of its original location. It is still there today. I would be curious to know why part of the original structure was moved and left in the area.



An early view of Nepean Junction looking west not long after it was opened to traffic. This shows the Renfrew line diverging to the left and dropping down to reach the old original alignment.

*(Canadian Science and Technology Museum Mattingly collection)*



The remains of the bridge abandoned in the bush seen on 18 November 2006. From a rough measurement, this is the same size as the original bridge.

this. The first to be built was the Renfrew line which was opened on 18 September 1893 as part of J.R. Booth's Ottawa, Arnprior and Parry Sound Railway (OA&PS). The OA&PS ran out of Ottawa along the alignment of the present day Queensway.

The Beachburg subdivision was opened 22 years later by the Canadian Northern Railway on 15 October 1915.

stages in the relocation of the railways of Ottawa which was funded by the National Capital Commission. The funding might be clue as to why it took Canadian National some 30 years to carry out this project which would reduce their track maintenance costs – the funding was provided by the NCC and not the cash-strapped railway.

In my title I refer to a “mystery”. Bridges are a valuable asset and when a bridge is removed, the railway will

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



**...back on track!**

Serge Beauchamp and his Track Team began work on a temporary repair job to fix a broken rail on the Vankleek Sub last winter. In late July, as seen at right and in much milder weather, the repair work was completed and the City of Hawkesbury commended the OCR team on a job 'well done'!

**Pontiac and Renfrew Counties**



**Commuter pilot train ready to roll**

By Dave Watts

As the drive for a commuter rail service extending through the Pontiac and Renfrew Counties into Ottawa continues to build momentum, details have emerged concerning an initial pilot train.

During an August 20 conference call, Mayors and public officials from numerous municipalities on both sides of the Ottawa River confirmed Sunday,

October 5, 2008 the date for a demonstration run. "All municipalities are on-side with this initiative" says SADC Pontiac Community Futures executive director

Louise Donaldson. "We need a pilot train to get a sense of distances, times and specific issues."

**See Pilot, Page 7**



**Another quick and easy treat for garlic lovers!**

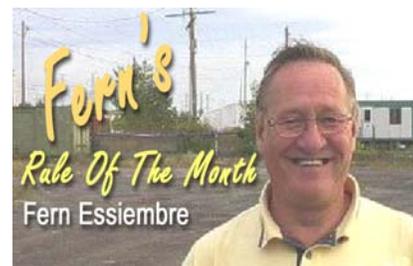
**LEMON CHICKEN AND GARLIC**

- 6 oz lemon juice (from concentrate or from 3 lemons)
- ¼ cup melted butter or margarine (or half canola oil and half butter or margarine)
- 3 large cloves of garlic, crushed or minced
- ½ tsp oregano
- Salt and pepper to taste
- 2 tsp canola oil (in addition to noted above)
- 3 lbs skinless boneless chicken breasts cut into quarters

Blend the lemon juice, butter, garlic oregano, salt and pepper. Pre-heat the broiler and brush pan with 2 teaspoons of oil. Broil check for 25 minutes until golden brown, turning and basting along the way with the garlic butter sauce. Continue to broil and baste chicken until it is tender to the fork. Garnish with lemon slices a little parsley as required.

# INCIDENTS & ACCIDENTS

Through July, 2008



*New definitions from the May 28th version of the CROR*

### TRAIN

A train:

(a) is an engine which is intended to operate at speeds greater than 15 MPH;

- (i) without cars; or
- (ii) with cars and **equipped with a TIBS** or remote control locomotive at the rear; or
- (iii) with cars including a caboose occupied by a crew member; or
- (iv) with cars in passenger service,

(b) is a track unit when so designated.

### TRANSFER

An engine with or without cars operating on main track at speeds not exceeding 15 MPH and **need not be TIBS equipped**.

The locomotive engineer or remote control operator must verify that there are sufficient operative brakes to control the transfer, confirmed by a running test as soon as possible.

Except where block signals provide protection, transfers must have air applied throughout the entire equipment consist. The last three cars, if applicable, must be verified to have operative brakes.

Remote control locomotives in transfer service will only be allowed on the main track when equipped with two operative operator controlled units (OCU).

**See Fern's Rule, Page 7**

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

### Other Incidents

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



**Returns next month!**

*Don discusses fuel conservation and locomotive wheel issues!*

**Make Every Day A Safe Day!**

# Performance Indicators

July, 2008

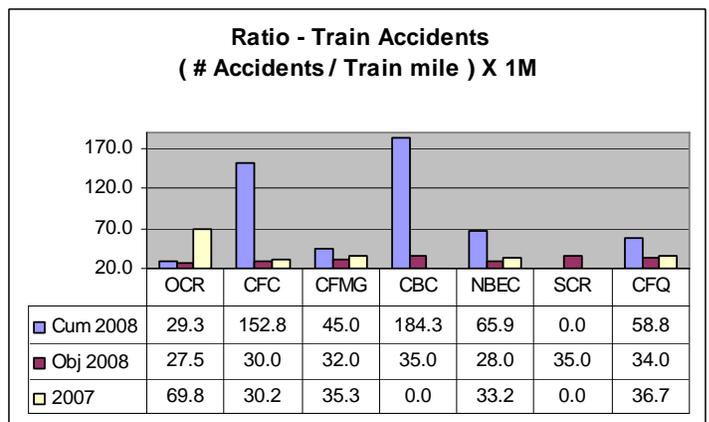
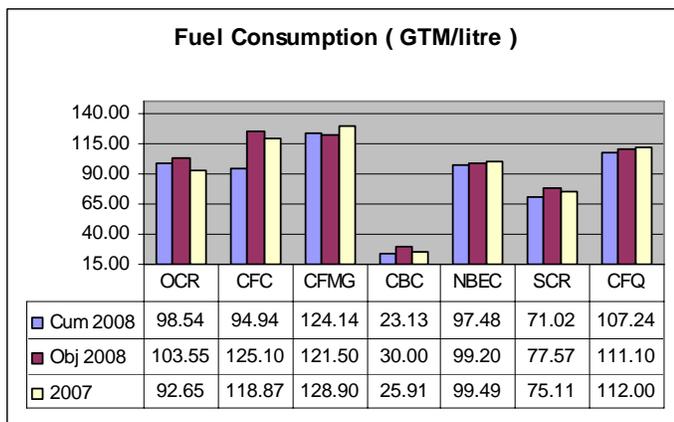
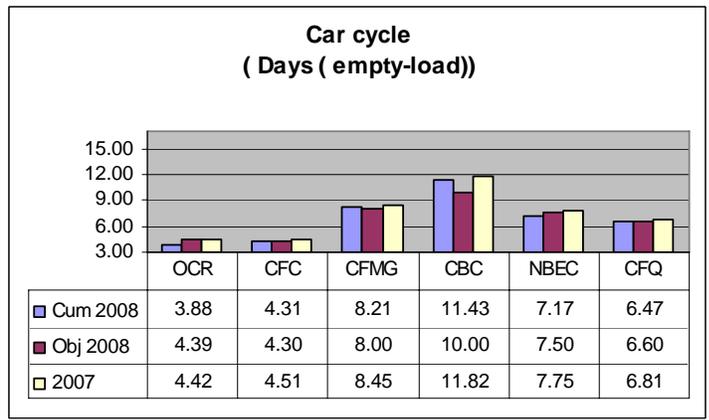
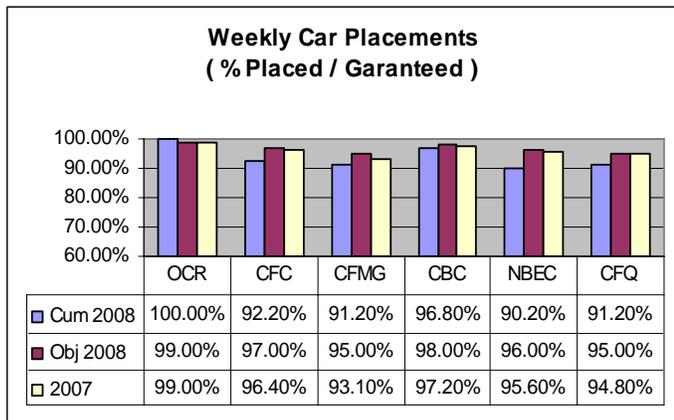
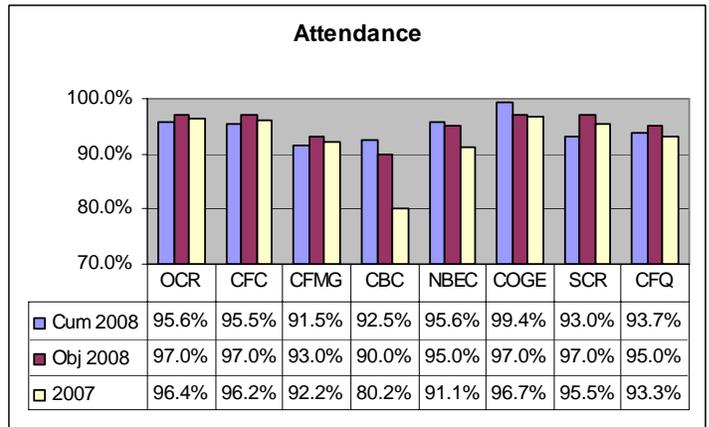
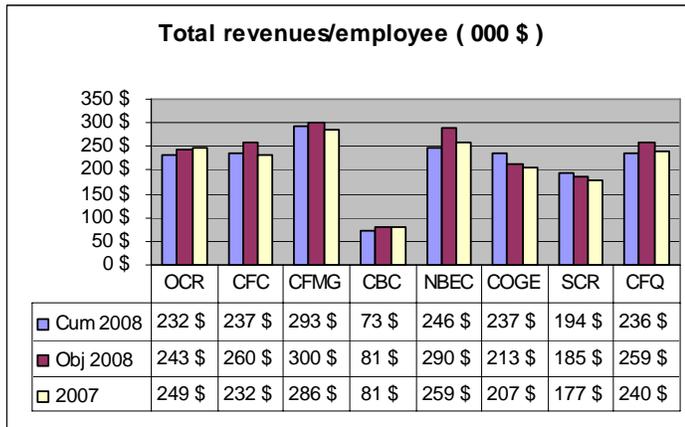


### Our Mission:

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.



# The Balancing Act

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



## “The Balancing Act”

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

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



Laurent Caron

## BACK TO WORK BLUES:

### EASING INTO WORK AFTER SUMMER VACATION

It's Sunday afternoon. You've just had a wonderful, two-week holiday, relaxing and doing everything you wanted to do. But as the afternoon progresses a feeling of anxiety slowly sets in. You can already feel your post-vacation excitement beginning to fade as you anticipate the madness you know tomorrow is going to bring. Say goodbye to relaxation and sunshine, and hello to a full voice-mail box and an endless list of tasks to tackle.

*For many, the transition from vacation to the working world is often filled with anxiety and disorientation.*

If this is how you feel when you return to work after a vacation, you're not alone. This is especially true if your work days are very demanding and your work environment is fast-paced, the standard for most people these days. But there are a number of ways to make the transition from your relaxing vacation back to work a little less jarring:

### Get organized before you go.

Before taking your vacation, make a list of tasks to complete and tick everything off as you get it finished. Having that visual will help you leave feeling like everything has been taken care of.

Also, knowing that you've left everything in order will ease anxiety when it's time to go back, keeping your mind off of unfinished work and your focus on total relaxation.

### Ease back into it.

Be mindful of how you schedule your first few days back. Don't try to tackle everything you missed while you were gone all at once and if possible don't plan any big meetings or set any major deadlines.

Just try to get through the tasks at hand, talk to your co-workers to find out what you missed and then progressively go through your priorities. Work thoughtfully and by the end of the week, you'll feel caught up and less stressed.

### Focus on the positive.

Thinking about the friends you have and other reasons you enjoy your job will help make coming back to work a breeze. Studies show your mental health and state of mind can have a significant effect on your work life. Those who have a positive and optimistic attitude deal with fewer work-related problems, are more energetic and generally feel more peaceful and calm.

### Post vacation reminders.

If you travelled during your vacation, bring something back that you can put at your workstation. A photograph, picture frame or ornament can help create a more harmonious work environment by giving you something to look at when you're feeling stressed and bring you back to a calmer state of mind. It creates a harmonious work environment and has been shown to relieve work pressure. But, make sure your souvenir is appropriate for the office. Not everybody wants to see the wild pictures from your Miami vacation!

### Challenge yourself.

Try scheduling a seminar or class for when you return. It will help to give you a sense of purpose, and once completed, a sense of personal satisfaction and growth, making work feel more rewarding.

**See Balancing Act, Page 7**

**Balancing Act from Page 6**

**Schedule your next vacation.**

While it may seem far away, research shows that having your next vacation planned before you get back to work can give you something to look forward to.

It helps you feel better about being back at work and if you're planning on taking a trip, it may motivate you to start saving for that next relaxing and exciting vacation getaway. People experience back to work blues no matter how long or short their time away – even just after a weekend! If these feelings of anxiety or apprehension don't go away or worsen, it could be a sign of a more serious problem—one you shouldn't ignore.

Take time to explore why you might be feeling like this about your return to work. It may be helpful to speak with a manager, supervisor or even a professional for additional support and resources that can help you pinpoint the root of the matter. For most though, a little time, planning and a few positive steps can help you reflect on the highlights of your last vacation without losing sight of all the great things you're involved in here and now.

Need help developing fun summer activities? 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.



**Next Month!**

**Don Steele shares his thoughts on fuel consumption, throttle use and a possible connection with loco wheel issues! See it in the next OCR The Spareboard**

**LEXOPHILES!**

*(Lovers of words!)*

**(Part 3)**

1. *The guy who fell onto an upholstery machine was fully recovered.*
2. *A grenade fell onto a kitchen floor in France resulted in Linoleum Blownapart.*
3. *You are stuck with your debt if you can't budge it.*
4. *Local Area Network in Australia : The LAN down under.*
5. *He broke into song because he couldn't find the key.*

**Fern's Rule of the Month From page 3**

Note:

- (1) Transfers carrying dangerous goods must have air applied throughout the equipment when operating within any method of control.

**Pilot from page 3**

Using standard and existing rail equipment, the Ottawa Central Railway pilot train is scheduled to leave Walkley Yard and proceed north-west on OCR track.

Known as the Beachburg Sub, the line crosses into Quebec at Fitzroy Harbour, skirting Shawville and Bristol before crossing back into Ontario at Portage-du-Fort. The line continues north-west through Beachburg and into Pembroke, Ontario.

In addition to operations and transportation personnel from Ottawa Central Railway, the pilot train passenger list is scheduled to include, among others, Mayors' Scott Wilson from Bristol, Sandy Heins from Renfrew, Terry Gibeau from Arnprior, Don Rathwell from the Whitewater Region and warden Mike McCrank from Pontiac. The project is spearheaded by SADC Pontiac Community Futures with the cooperation of Ottawa Central Railway.

**Safety first... CHTR Training**



OCR's Ian McCord (far left) joins (L to R) Power Rail's Mike Klein; Transport Canada's Danielle Bruyère; CHTR instructor Dave Armitage; and Transport Canada's Sean Kennedy (with hand on ladder) behind OCR's Charles Anderson inspecting the fine points of coupling and connecting freight cars.

Photo: Dave Watts

# Memories of Thomas & Friends



Ottawa Councillor Steve Desroches heads out with Thomas



OCR's Mathieu Houle & Marc-André Gagnon



The Ottawa Citizen's Doug Herbert and CHUM Radio Ottawa's Kevin McHale take a ride with Thomas!



Thomas covers the country-side east of Conroy Road during the train's 25-minute ride.



Thomas travels by truck!



A carnival atmosphere!



Thomas draws 'em in!



Thomas returns!



Over Thomas's six-day visit, some 12-thousand visitors jammed OCR's Walkley Yard. Getting a picture with Thomas was special!

### ON TRACK FOR WINNING!



Photo: Dave Watts

VIA Rail's Mara Lowrey (left) poses with contest winners Chris and Betty Minor, their two children and Chris's mother Helen. The Minors filled out a ballot in *Canada Family* magazine. In addition a fine variety of Thomas goodies, the prize included return VIA Rail passage to "A Day Out With Thomas" in Ottawa and accommodation at the Fairmont Chateau Laurier Hotel. The family lives in Toronto.



### Thomas turns 'em on in Ottawa!

By Dave Watts

When Thomas and his friends visited Ottawa Central Railway in 2007, a reasonable measure of success was witnessing dozens of youngsters angrily pleading with their parents or guardians to go back inside (Imagination Station)!

In late August, 2008, the same rang true, even more-so! Youngsters left with huge tears streaming down their faces screaming for more!

Thomas The Tank Engine has been an institution for youngsters for over six decades. "He's more than an imaginary character says JOOL Entertainment's John Wright, "Thomas is animation come to life."

"Thomas helps children make sense of and find order in their world," says Mr. Wright. "Thomas is a role model – he focuses on the importance of friends."

Thomas the Tank Engine was created by a father for his son more than 60 years ago. Today, families in more than 145 countries enjoy fun and adventure with their engine friends while experiencing timeless life lessons of discovery, friendship and cooperation. The "Great Discovery Tour, 2008" visits railroads and heritage rail sites across North America all summer long.

Some 12-thousand visitors met Thomas in Ottawa this summer. "Thomas helps youngsters deal with the relative complexity as it appears in their young lives," says Mr. Wright.

Thomas the Tank Engine took visitors on a scenic 25 minute train ride during his six day stop in Ottawa. The visit drew in the neighborhood of 12-thousand visitors.

Photo: Ray Farand



"The optimal use of fibre is at the foundation of our environmental commitment. We remain committed to sustainability managing forest resources through fibre supply activities that respect both forest productivity and the conservation of forest resources."

proudly served by Ottawa Central Railway

**OCR ONE OF A FEW 'LIVE' RAILWAYS PRESENTING THOMAS**

**Mostly at heritage railways and rail museums**

Many, if not most Thomas the Tank Engine appearances across North America are presented in association with Railway Museums and Heritage Railways. There are few locations where involvement includes association with a "live" railway and yard facility such as OCR and Walkley Yard.

Ottawa Central Railway continues to be one of the most proactive short line rail operations in North America from a public relations and promotion perspective. OCR actively promotes safety around rail right-of-ways, yards and property. Education is often focused towards youngsters. The annual springtime "OCR Safety Expo and Open House" is another example of interaction with the community.



**Memories of Thomas & Friends**

*Many thanks to the OCR Staff involved with "A Day Out With Thomas and the Great Discovery Tour, 2008"*



**Ian McCord**



**Mike Ritarose**



**Normand Proulx**



**Jason Laing**



**Bernie Seguin**



**Charles Anderson**



**Mathieu Houle**



**Jon McNeil**



**Marc-André Gagnon**



**Dennis Church**



**Malcolm Dobie**



**Serge Beauchamp**



**Roy Murray**

*In addition, special thanks to OCR's **John Campbell** and **Pat Beauchamp** whose pictures were not available.*

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 Ottawa Central Railway **OCR**

**Happy Birthday**  
 Jon McNeil  
 Pat Beauchamp  
**Anniversaries**  
 Roy Murray - 8 Years  
**Congratulations**  
*from all your friends at OCR!*

**Welcome!  
The OCR family grows  
by two!**

OCR is pleased to welcome back **Shirley Harvey** and introduce **J.C. Santerre**! Involved with OCR close to ten years ago, Shirley brings a wealth of experience to the position, "Controller".

Formerly with CN, J.C. Santerre has been a part of CFQ for many years and joins OCR as an Acting Transportation Supervisor.



Shirley Harvey



J.C. Santerre

**Oops!**

**San Diego-bound Amtrak train runs out of fuel**

A quick train trip down the coast turned into a long haul for dozens of stranded Amtrak passengers when their train from Los Angeles to San Diego ran out of fuel late Sunday, August 24.

Amtrak spokesman Cliff Cole says the train sat for about two hours in the Sorrento Valley neighborhood in northern San Diego before another engine came along to push it to its final destination. It arrived early the next morning.

Cole says a train running out of fuel is "an unusual occurrence" and Amtrak officials will be looking into how it happened.

(Associated Press 080825)(RAC)

The OCR Safety Policy is posted in the Administration Office.



**Ottawa Central Railway  
SAFETY POLICY**

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

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

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

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

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

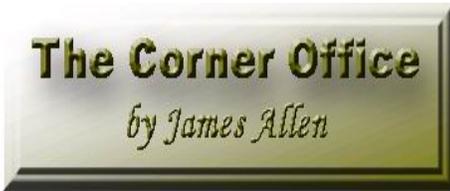
At OCR, safety must be regarded by all, as an essential part of their jobs, and everyone must take an effort to help identify work-related risks and play a role in finding solutions to reduce these risks. At OCR, management is responsible for devising and implementing safe methods and practices, but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

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

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

**James D. Allen  
General Manager**

**August 2008**



July, 2008

**Ideas tabled by most experienced staff to improve fuel consumption**

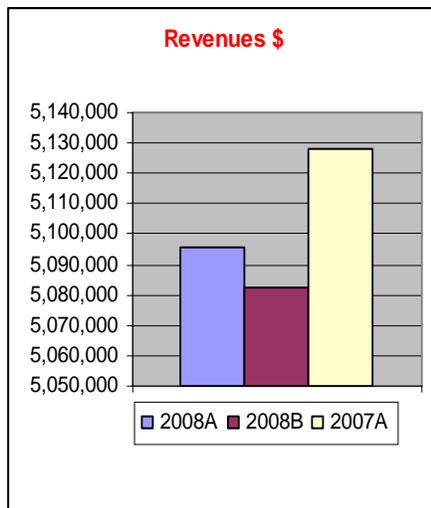
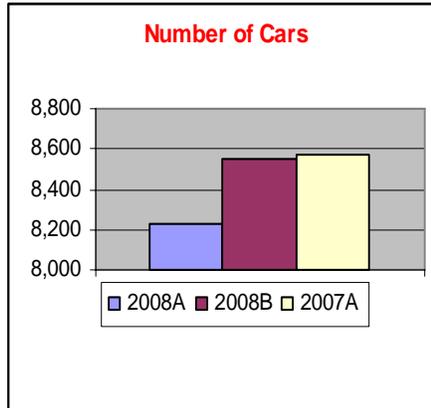
**FUEL SHOWS LARGEST COST INCREASE**

Revenues for the month slipped \$25K below Budget as our clients struggle with the impact of a shortage of equipment mostly related to the recent US mid-west floods and a slowing demand for their products. This trend is likely to continue and as such we all need to find additional ways to reduce costs yet operate safely.

Our largest cost increase is fuel. Year-to-date fuel price increases have negatively impacted our operations to the tune of \$280K! As such I asked one of OCR's most experienced locomotive engineers, Bill Campbell and others to give me their thoughts on where we could improve fuel consumption. The group came up with some good ideas which have been implemented. I look forward to the results!

Our Performance Indicators still lag in a couple of key areas although improvements are being seen. Keep up the good work.

OCR hosted Thomas the Tank Engine once again and the event was a success with over 12,000 fans enjoying their ride as well as partaking in all of the other activities. A special thanks to Jason Laing, Mathieu Houle, John Campbell, Norm Proulx, Charlie



Anderson, Bernie Seguin, Marc-André Gagnon, Mike Ritarose, Roy Murray, Jon McNeil, Dennis Church, Malcolm Dobie, Serge and Pat Beauchamp for their participation. I received many compliments about your professionalism, knowledge, courtesy and friendliness. You did TEAM OCR proud.

We also hosted another Canadian Heartland Training

"Rail Ops 101" and have a couple more planned before the snow flies.

Finally, I am very pleased to welcome Shirley Harvey - Controller, and Jean-Claude Santerre - Transportation Supervisor on board. Both have a great wealth of experience and will have a positive impact on our day to day operations.

Please take the time to familiarize yourself once again the Ottawa Central Railway "Safety Policy" and remember to always make every day a safe one.



**"IN BOX" Top Pick**  
Subject: Office Cutbacks

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