

EVACUATION FOLLOWS MAXVILLE MISHAP

145 displaced seniors began returning to Maxville Manor 10 hours after ethanol leak

Overnight shunting operations are a regular activity in Maxville, but May 2nd was different.

Just before 3 a.m., residents were awakened to a loud bang as a rail car bumped

another triggering an ethanol leak. Emergency personnel ordered an evacuation of the Maxville Manor as the gas began leaking into an area behind the Manor including a ditch.

See Maxville on Page 2

From The Corner Office

NUMBERS REVEAL WORK TO BE DONE

By James Allen

Revenues for the month of May of \$591,195 are \$37,000 behind Budget. Through 5 months, our Revenues of \$3,009,043 are \$177,000 behind Budget.

Year-to-date we have handled 6,304 loaded cars which is 871 cars behind Budget.

On the expense side year –to-date, we have spent \$127,000 more in fuel than Plan. Pricing makes up \$112,000 of this variance. Locomotive repair costs are \$148,000 higher than anticipated. We have been putting considerably more dollars into locomotive repairs to maintain our aging fleet.

Incidents and derailment costs are \$114,000 greater than Budget.

Let's do the math. Revenues off \$177,000, fuel higher by \$127,000, locomotive repairs over Plan by \$248,000 and incidenty/accident costs up by 114,000. In total, \$666,000

This is why our year-to-date Earnings before interest and taxes is a loss of \$17,000.

We have to turn this around and fast. Ask not what OCR can do for me, ask what I can do to improve this performance. It will take all of us together to return OCR to a profitable entity.

Please see "Open Letter" to the staff of OCR on Page 3

The New "Spareboard" is your Info Board!

Ottawa Central Railway is pleased to unveil a new-look newsletter! Like previous issues, "Spareboard" will be chock-full of interesting and timely bits and pieces. A number of popular features will return and new elements added.

Please take a moment to browse through the New "Spareboard". We're trying more of a "Newsy" yet fun to read format! We hope you like it!

We invite your comments on story ideas and features.

Inside this issue of The Spareboard:

- Backtrack" (Pg 3)
- Incidents/Accidents (Pg 4)
- Rule of the Month (Pg 5)
- Birthdays/Anniversaries (Pg 5)
- Performance Indicators (Pg 6)
- Open House (Pg 7 & 8)

We have the resources to do what it takes. My door is always open (front and back).

See Indicators On Page 6

Ottawa Central Railway Supports The Boys and Girls Club of Ottawa



INDUSTRY SHORT SHORTS!

May 10 - The feds and province sign a memo of understanding with Ottawa Mayor Bob Chiarelli committing to investing up to \$200 million each in the light rail project.

May 27 - Ontario Northland and its community partners unveil the "Dream Catcher Express", an exciting rail excursion between North Bay and Temagami.

June 10 - CTV Travel Channel host Valerie Pringle set to embark on a 120 hour broadcast aboard three separate VIA trains, "The Canadian", "VIA 1" and "The Ocean." Debuting June 26th, the groundbreaking broadcast runs 120 hours through July 1. Special cameras will be mounted on the trains to help capture the flavour of the Vancouver to Halifax trip.

Maxville continued from Page 1

At 4:55 a.m., Maxville Mayor Bill Franklin declared a state of emergency.

"The reason was because of the ethanol - we weren't quite sure how serious it would be," said Annie Levac, emergency committee public information officer. Maxville Manor residents were moved to the Maxville Sports Complex.

No one else along Maxville's Mechanic Street was evacuated.

As a team of emergency services personnel, representatives from the Ministry of the Environment and members of Maxville town

council met throughout the morning hours to monitor the situation and plan a course of action.

As a precaution, area residents were told not to drink water from their wells. Water samples were taken over the following days to ensure it was safe. Emergency responders transferred the ethanol from the damaged tanker car to another.

The Montreal-Ottawa VIA Rail service was also disrupted in the morning hours. Some 300 passengers from four trains were transported by bus to their destination.

See "Open Letter" from The General Manager" on Page 3

UNKNOWN VAPORS RELEASED AT AJAX 'GO' TRAIN STATION

Passengers suffer from watery eyes and scratchy throat

Durham Regional Police are investigating three instances of an unidentified toxic vapour released at the Ajax Go Station on the Lakeshore East line. The incidents occurred May 26, 27 and 30.

The suspected agent has not been confirmed. The passengers suffered from red watery eyes and scratchy throat. The first two incidents occurred during the evening rush hour.

As a result, law enforcement quarantined the tunnel to the station platform from approximately 5:00 PM to 11:00 PM on May 27.

See Vapours Page 4



"On track for the future"

Open Letter to the Staff of Ottawa Central Railway

On May 2nd, the Ottawa Central Railway was involved in a very serious incident involving a spill of ethanol at the MacEwan facility in Maxville.

Virtually a whole tank of denatured alcohol leaked on the ground and the cost to clean-up the environment remains ongoing. A state of emergency was declared.

One hundred and forty-five seniors, including 120 nursing home residents were evacuated.

Two experienced railroaders lost their jobs. Why did this happen?

Shortcuts were taken and rules were broken.

There was no reason for this to happen. It is disappointing that all of the good safety practices performed day in, day out by OCR employees are erased by one unfortunate incident. Outsiders question our Safety Culture!

We will do better. You may have already noticed changes. There will be more. When people speak of the Ottawa Central Railway, I want them to see that all OCR employees “walk the talk” and Safety is Number 1 on our railway.

James Allen
General Manager
Ottawa Central Railway

backtrack

The Canada Atlantic Railway

Ottawa lumber baron, John R. Booth founded the **Canada Atlantic Railway** in 1879. Over the coming decades, the 400+ mile system would stretch from Parry Sound, Ontario, east through Ottawa connecting with **Vermont Central** in Quebec. On September 13, 1882, the section from Coteau, Quebec to a point on Catherine Street near Elgin was opened.

Heading west, towards the National Capital area, the line opened in sections. Coteau Junction to Casselmen opened up in February, 1882. Three months later, the line extended further west to South Indian, now Limoges. By summer it reached Eastman Springs, now Carlsbad Springs and into Ottawa by the end of September, 1882.

On November 1, Canada Atlantic Railway began regular passenger service between Ottawa and Montreal. The CAR used Grand Trunk rails between Coteau and Montreal.

The Railway eventually became part of CN's growing empire. Abandonment of some sections began in 1940. By the late 50s, all Canada Atlantic rails through downtown Ottawa had been lifted to give way to the planned Queensway (Highway 417).



Photo National Archives of Canada

Canada Atlantic circa late 19th century. The roof of the Elgin Street station is visible behind and above the locomotive and tender.

“Backtrack” is a regular feature in The Spareboard

OTTAWA CENTRAL RAILWAY

2005 Incidents/Accidents through May

	May 2005	May 2004	FINAL 2004	FINAL 2003	FINAL 2002	FINAL 2001
Main Track Accidents*	4	0	0	2	0	1
Non-Main Track Accidents*	5	4	9	11	6	8
Crossing Accidents	0	1	2	2	4	2
Trespassing Incidents	0	0	1	0	1	5
Employee Injuries*	1	1	2	5	8	0
Cardinal Rule Violations	1	0	0	0	0	2
Hyrrail Accidents	0	0	1	0	0	0
Vehicle Accidents	0	1	1	1	0	1
TOTAL	11	7	15	21	19	19
Other	1	14	20	13	12	0

Incidents and Accidents Summary to May, 2005...

	<u>MAY 2005</u>	<u>Total 2004</u>	<u>Total 2003</u>	<u>Total 2002</u>	<u>Total 2001</u>
Human Factor	1	3	5	3	4
Ice & Snow Track	0	0	0	1	1
Conditions	0	1	0	1	1
Vandalism	0	0	0	0	1
Equipment	0	0	0	0	0
3rd Party	4	5	6	1	1
Other	0	0	0	0	0
	5	9	11	6	8

...where the zero's count most!

RECOMMENDATIONS FOLLOW INQUIRY INTO BROCKVILLE DEATH

Recommendations have been handed down by the coroner's jury following the enquiry into the death of 12 year-old Sabrina Latimer at a Brockville railway crossing. They include:

- Pedestrian Gates and arms with fencing be installed at each multiple track crossing in the City of Brockville by the end of August;
- City by-law amended to allow train whistles to be blown between 6:00 AM and 8:00 PM;
- Signals should be installed to alert people to second on-coming trains at multiple track crossings.

In addition, train operators are being asked to reduce the speed of trains to 50 MPH (80KM/H) in the city of Brockville.

In addition, train operators are being asked to reduce the speed of trains to 50 MPH (80KM/H) in the city of Brockville. A safety-education program at local schools also being considered.

Latimer was killed shortly after school when she was crossing a multiple track crossing at Bartholomew St. with a friend, who received non-life threatening injuries. They waited for a first train to pass and were hit by a second train traveling in the opposite direction.

Vapours Continued from Page 1

Transit security was increased on May 30, 2005 during the evening rush hour. It is believed that the culprits were watching and re-offended once the Officers had left.

OCR Rule of the month

SLOW TRACK PROTECTION

- (a) When the defect does not require a stop to be made, and after GBO protection has been provided, the speed restriction and limits must be confirmed to the foreman in writing who will arrange to:
 - (i) Place a yellow flag at least 3000 yards in each direction from the defect, to the right of the track as seen from an approaching train or engine; and
 - (ii) place a green flag in each direction, immediately beyond the defect, to the right of the track as seen from an approaching train or engine.

Question:

When a foreman makes a request to place a slow order to the RTC, is he relieved from protecting the slow order?

Answer:

No. The foreman is only relieved from protecting the slow order after he receives confirmation in writing of the speed restriction and limits from the RTC.

GA Performance Indicators
OCR

Our Mission: To be 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.

See the May Indicators on Page 6



John Campbell	May 8
Vincent Mayhew	May 8
Cyrile Wolfe	May 18
Pat Robinson	May 28
Roger Trempe	May 28

Angele Brisson	June 15
Wayne Brohart	June 28

Bernie Seguin	July 8
Bill Campbell	July 15
Jesse Krasilvcz	July 17
Mike Ritarose	July 30



5 Years	Bill Campbell May 25 th
----------------	--

4 Years	Ben Beauchamp July 3 rd
----------------	--

1 Year	Diane Carrier July 19 th
---------------	---

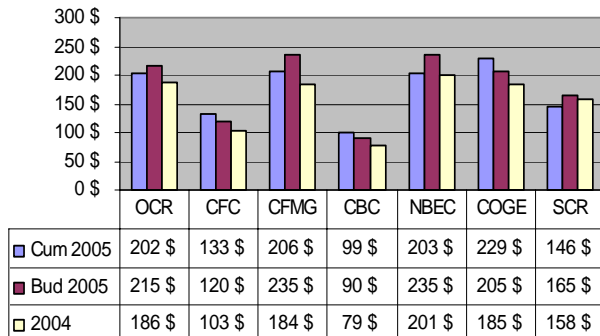
Best wishes from all your friends at Ottawa Central Railway !



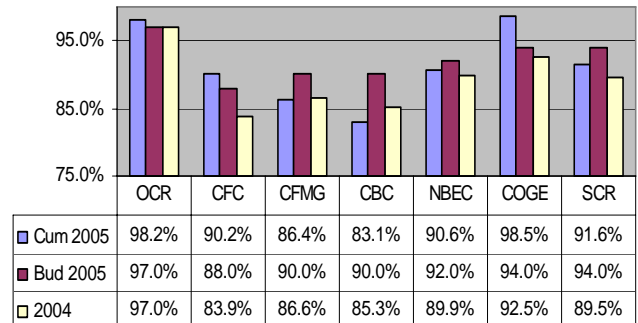
"By The Numbers" (May, 2005)

Performance Indicators

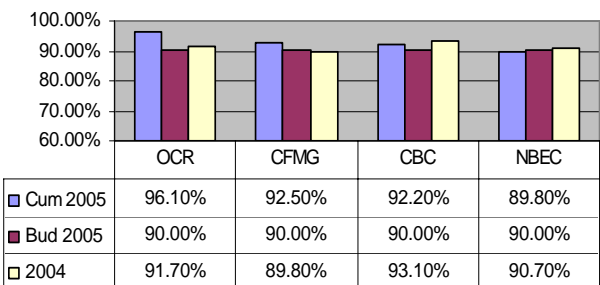
Actual Fret revenu/employee (000 \$)



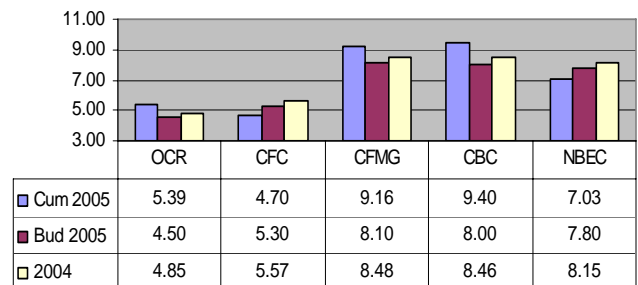
Attendance



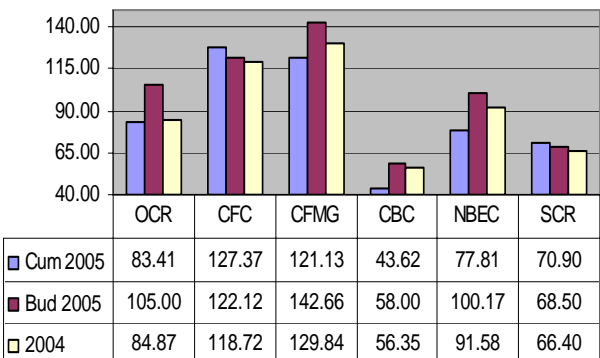
Weekly Car Placements
(%Placed / Garanteed)



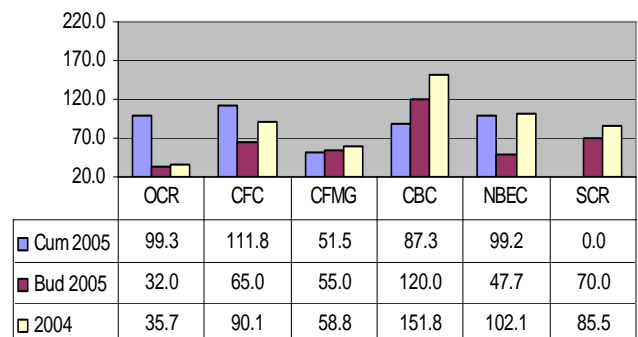
Car cycle
(Days (empty-load))



Fuel Consumption (GTM/litre)



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



4th SAFETY EXPO AND OPEN HOUSE A SUCCESS DESPITE POOR WEATHER

The 2005 OCR Safety Expo and Open House brought turned over more funds for the Ottawa Boys and Girls Club despite a rainy cool day.

Some 2,200 visitors dropped by the OCR Walkley Yard facility on April 30th. “We were hoping for more, but still really pleased with the turn-out” says General Manager James Allen.

Operation Lifesaver brought in their popular OLEV and Canadian racing superstar Stefany Malanka dropped by.



Cab rides were popular despite rainy skies

The Bytown Railway Society brought in some of their vintage equipment and OC Transpo spanned the generations with the O-Train along with two antique buses on display.

Thanks again to Ian McCord and all the staff who helped out during the day. Next year, we'll shoot for sunny weather!

TRANSCAER DEMO FOR RESPONSE PERSONNEL

OCR and the Railway Association of Canada (RAC) conducted a Transcaer (Transportation Community Awareness Emergency Response) presentation to members of the Ottawa Fire Service and representatives from Transport Canada.

Andy Ash and JP Couture, RAC Dangerous Goods team members, delivered the presentation the day before the Safety Expo and Open House, April 29th.

Following the formal presentation, an outside “hands-on” demo of an actual dangerous goods carrying railway tank car took place.

The session provided an information exchange to help promote rail safety and provide valuable training tips relating to incidents involving dangerous goods.

Presentations of this type assist OCR and the RAC in their continuing goal to improve on Canadian railways' 99.98% incident-free handling rate.



More photos on Page 8

The Spareboard

Published by
Ottawa Central Railway
3141 Albion Road South, Ottawa
(613) 260-9009
For general comments and story ideas
contact, Dave Watts
dw-dohn@hotmail.com



Special thanks to Ian McCord, Stefany Malanka, the Bytown Railway Society, VIA Rail, Operation Lifesaver, RAC and OC Transpo for their participation in the 4th Safety Expo and Open House.