



Fuel Use Update
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RAILTERM Audit

Serge & Fern

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For Safety's Sake

Andy Ash
See Page 3

Balancing STRESS!

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Courtesy of
Laurent Caron



Steele Rail Page 6
Don Steele



ONE DAY OCR MINI AUDIT

**Despite one exception,
Rules followed**

By Fern Essiembre

A one day mini audit was conducted on Ottawa Central Railway Wednesday May 30th. Serge Fournier and myself went to Vankleek Hill to observe the crew on train 520 reporting for work.

Locomotive shop test, public crossing protection, coupling to train and train inspection were done according to Rules. The only exception was that the locomotive engineer did not repeat 3 cars and two cars while coupling to equipment back to the conductor.

During an audit at Railterm on the previous day (see page 3), it has been noted that a Form T GBO is issued when cars are left on the main track at Vankleek Hill advising other trains that cars are left on the main track. There is another form T GBO that is required, which gives permission to the train to leave equipment on the main track, which is not being requested or issued. Our train crews should request this form T GBO before leaving equipment on the main track.

We also took the opportunity to check the work that was done on the track between mile 4 and 1 Vankleek sub.

See Mini Audit Page 3

On track for more storage!



Photos courtesy OCR

OCR's Serge Beauchamp reports completion of Track #3 (L) and #4 at Walkley Yard. The new tracks will allow OCR to provide more car storage space.

TASK FORCE RELEASES TRANSIT PLAN

By Dave Watts

When Ottawa's light rail plan died late last year, Mayor Larry O'Brien set up a transportation task force to review and report on Ottawa's rapid transit needs now and in the future.

See Diesel-Electric on Page 3

Inside The Spareboard

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Backtrack By Dave Watts

*The fourth in a series of profiles
on classic
North American trains*

THE "CITY OF NEW ORLEANS"

Illinois Central ran two classic passenger trains back and forth between Chicago and the Gulf throughout the early part of the 20th century.

Launched as a daytime train and significantly cheaper to travel than the all-Pullman "Panama Limited", the "City of New Orleans" quickly gained tremendous popularity.

Both trains ran the same 926 mile (1,490 KM) route in approximately twenty hours.

However, like with many other railways in the mid twentieth century, alternate transportation options began taking their toll.

In order to help stave off escalating losses, Illinois Central combined the "Panama Limited" with the coach-only service, "The Magnolia Star" in 1967. In 1971, Amtrak took over the service; the train was subsequently renamed The City of New Orleans. A year later, folk singer Arlo Guthrie scored a Top 40 radio hit with the song "The City of New Orleans".

Routing changes in 1995 took the City of New Orleans between Memphis and Jackson. The older Granada District was abandoned in favor of the newer and flatter Yazoo District.

Tragedy struck the train in 1999 when The City of New Orleans was in collision with a tractor-trailer near Bourbonnais, Illinois. Of the 217 aboard, eleven died. Five years later,

the train derailed near Flora, Mississippi, just north of Jackson. There was one fatality and 43 minor injuries.

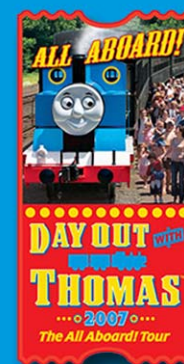
The National Transportation Safety Board determined that deterioration of the track due to poor maintenance was the cause of the incident.

*Backtrack appears regularly in
The Spareboard*



113. COUPLING TO EQUIPMENT

- (a) Before coupling to equipment at any point, care must be taken to ensure that such equipment is properly secured.
- (b) Before coupling to or moving equipment being loaded or unloaded, all persons in or about such equipment must be notified. Vehicles and loading or unloading devices must be clear.
- (c) Before coupling to or moving service equipment, employees occupying such equipment must be notified and attachments secured.



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SPECIAL INSTRUCTION

Rule 113

1) Maximum Coupling Speed

To avoid damage to equipment and/or lading when coupling to equipment, a speed of 4 MPH at the time of coupling must not be exceeded.

2) Stretching the Coupling

When coupling to equipment for any purpose, except when flat switching where cars are intentionally let run free, the coupling must be stretched to ensure it is secure.

3) By- Pass Couplers

In order to prevent by-pass couplers, when coupling to equipment on other than straight track, a stop must be made not less than 6 feet nor more than 12 feet from the equipment, and extreme caution must then be used ensuring couplers are properly aligned prior to coupling being made.

Make everyday a safe day!

From Page 1

Diesel-electric trains would give way to an all-electric service by 2037

The report was published on June 6 and contained numerous recommendations. Among other things, the plan calls for the use of existing rails and rights of way as a starting point. The recommended project contains both short and long term goals and objectives over the next 30 years.

The aggressive initial phase would include rail links from Smith's Falls northeast through Greenbank to Colonnade, east through Confederation to the VIA Rail terminal. A Kanata-Orleans route would also meet at Colonnade and run to Alexandria by way of the VIA station. The north-south line would be extended south past Lietrim to Earl Armstrong. Diesel-electric trains would launch the network.

By 2037, the rail network growth and expansion would include a conversion to an all-electric service. Detailed costing is still required and the concept would require funding from various levels of government.

The Task Force was chaired by former federal Transport Minister, David Collenette and included among others, an O-Train driver, a nurse, a businessman, and a member of the taxi industry.

See Transit Recommendations graphic on Page 6

Mini Audit from Page 1

We proceeded to the public crossing at mile 2.91 and walked a



Bureau of Explosives Hazmat Seminar in K.C.

On May 22-24, in Kansas City, MO, the Association of American Railways' Bureau of Explosives (BOE) conducted their 20th Annual Hazmat Seminar.

This seminar is aimed at the effective, safe emergency response to dangerous goods incidents on railway

properties.

The target audiences are: railway response personnel, municipal first responders, contractors, industry responders and regulators.

This seminar was attended by over 400 people this year, and offered 30 workshops pertaining to emergency response, regulatory issues, technical advancements and numerous other technical response related issues.

See Hazmat Seminar, Page 9

portion of the track to check the placement of ties. Serge was satisfied with the work done.

Luc Larose and Jerry Kelly went to Portage du Fort to check the yard. All was found to be in order. They also observed crews of train 529 and 531 at Portage du Fort.

All was found to be in order including crossing protection devices working for 20 seconds.

Fern Essiembre

CFQ's FERN ESSIEMBRE REPORTS ON RECENT RAILTERM AUDIT

Audit Date: May 29, 2007

By Fern Essiembre

I took the opportunity to listen to tape conversations between RTC and OCR and RTC and CFC. I also verified the DOB's of both Railways.

See Railterm, Page 4

OTTAWA CENTRAL RAILWAY
From THE DINING CAR

Quick & Easy
"SPICY BBQ GLAZED CHICKEN"

½	cup chili sauce
2	tablespoons brown sugar
2	tablespoons fresh lime juice
1	teaspoon hot pepper sauce
½	teaspoon allspice
½	teaspoon ginger
3 ½	pounds chicken breasts (suggest skinless, boneless)

In small saucepan combine all glaze ingredients. Bring to a boil stirring occasionally. Remove from heat.

When ready, place chicken on gas BBQ over low heat. Cook 45 minutes to 60 minutes or until chicken is fork tender and juices run clear. Turn and brush frequently with glaze during last 15 minutes of cooking. Bring any remaining marinade to a boil and serve as sauce with chicken.

Suggest: Serve with a tossed salad



Through May, 2007



	May 2007	FIN 2006	FIN 2005	FIN 2004	FIN 2003	FIN 2002	FIN 2001		MAY 2007	TOT 2006	TOT 2005	TOT 2004	TOT 2003	TOT 2002	TOT 2001
Main Track Accidents*	1	0	4	0	2	0	1								
Non-Main Track Accidents*	3	13	10	9	11	6	8	Human Factor	0	2	4	3	5	3	4
								Ice & Snow	0	1	0	0	0	1	1
								Track Conditions	1	4	1	1	0	1	1
Crossing Accidents	3	1	1	2	2	4	2	Vandalism	0	1	0	0	0	0	1
Trespassing Incidents	0	0	0	0	0	1	5	Equipment	0	0	0	0	0	0	0
Employee Injuries*	1	1	3	2	5	8	0	3rd Party	2	5	5	5	6	1	1
								Other	0	0	0	0	0	0	0
Cardinal Rule Violations	0	0	1	0	0	0	2		3	13	10	9	11	6	8
Hyrrail Accidents	1	0	0	1	0	0	0								
Vehicule Accidents	1	1	1	1	1	0	1								
TOTAL	10	16	20	15	21	19	19								
Other	4	7	8	20	13	12	0								

Railterm Audit From page 3

On the DOB's I found a couple of inconstancy used in the wording. For example some GBO use "condition de la voie" and others use "l'état de la voie". Also some shows entre mille et mille and others use entre **le** mille et **le** mille.

All radio conversations verified were done between April 1st and 4th for both Railways.

All radio procedures were done according to Rules and in a professional manner by both running trades and engineering employees.

* Within the last couple of days I received an e-mail from Railterm

advising me that a template has been created and "condition de la voie" will not be used again.

It has also been noted that a Form T GBO is issued when cars are left on the main track at Vankleek Hill advising other trains that cars are left on the main track.

There is another form T GBO that is required, which gives permission to the train to leave equipment on the main track, which is not being requested or issued.

Both Serge and myself received a presentation on their new RTC system in place. It appears to be a very good system and much easier and less expensive when changes are made. It has the capacity to generate many

many reports from the data such as slow order reports for the month and VIA performance. Their DOB system has most templates to create GBO's and also has the capacity to issue a TGBO for train route specific.

Sur le territoire CFC j'ai remarqué que le cellulaire était utilisé souvent durant les premiers jours. Une locomotive de NBEC était utilisée. Je pense qu'il y avait des problèmes avec la radio de cette locomotive. Il serait bon de vérifier si cela est une pratique qui continue. Aussi il serait bon d'aviser les employés que lorsqu'ils sont mis en attente par le CCF, ils sont enregistrés. Alors on attend les jurements et toutes autres conversations qui se font entre équipes. Un nom en particulier pour les jurements est Daniel Godin.

Fernand Essiembre

Make everyday a safe day!

Performance Indicators

May, 2007



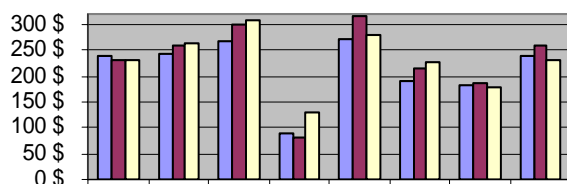
Our Mission:

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:

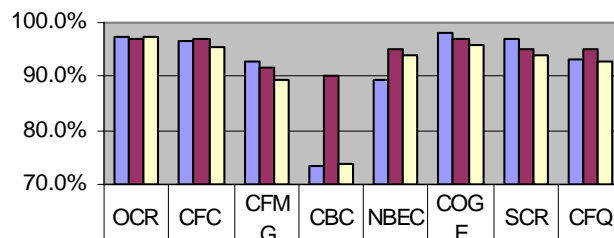
To make a significant contribution to our customer's commercial success by providing safe, efficient and cost-effective transportation logistics services.

Total revenues/employee (000 \$)



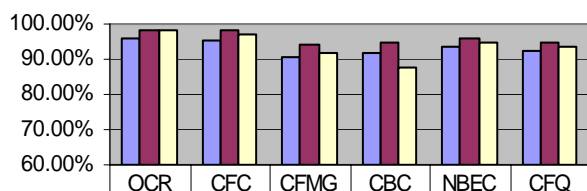
Cum 2007	238 \$	243 \$	268 \$	89 \$	271 \$	191 \$	183 \$	238 \$
Obj 2007	230 \$	260 \$	300 \$	80 \$	315 \$	213 \$	185 \$	259 \$
2006	229 \$	262 \$	306 \$	128 \$	279 \$	228 \$	178 \$	229 \$

Attendance



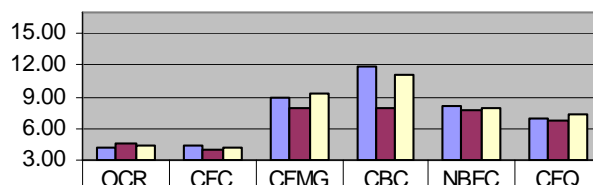
Cum 2007	97.4%	96.6%	92.6%	73.6%	89.3%	98.2%	97.1%	93.4%
Obj 2007	97.0%	97.0%	91.5%	90.0%	95.0%	97.0%	95.0%	95.0%
2006	97.4%	95.4%	89.5%	73.7%	93.8%	96.0%	93.9%	92.8%

Weekly Car Placements (% Placed / Garanteed)



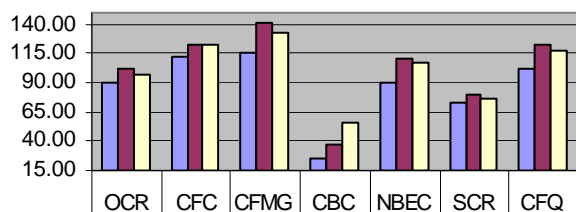
Cum 2007	96.10%	95.40%	90.50%	92.00%	93.80%	92.40%
Obj 2007	98.00%	98.00%	94.00%	95.00%	96.00%	95.00%
2006	98.50%	97.00%	92.00%	87.50%	94.50%	93.50%

Car cycle (Days (empty-load))



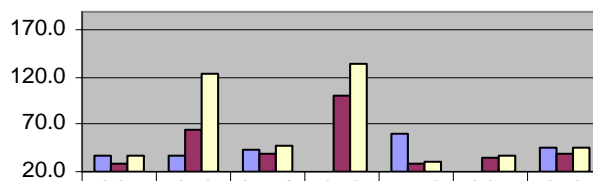
Cum 2007	4.25	4.44	8.85	11.78	8.08	7.04
Obj 2007	4.50	4.00	8.00	8.00	7.70	6.80
2006	4.46	4.12	9.35	11.07	7.98	7.40

Fuel Consumption (GTM/litre)



Cum 2007	90.17	113.15	116.12	26.03	90.30	73.59	102.80
Obj 2007	102.50	122.00	141.00	37.50	111.00	80.00	122.00
2006	96.18	122.42	133.21	55.51	106.75	76.81	117.55

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



Cum 2007	36.7	37.4	43.9	0.0	59.6	0.0	45.9
Obj 2007	27.5	65.0	40.0	100.0	28.0	35.0	40.0
2006	37.4	124.0	46.8	135.5	29.7	36.0	46.4



HUGGING THE NORTH SHORE - ALL ABOARD THE CFC

This is the last of a series on the different railroads of the Quebec Railway Corporation and has as its subject one of the first railroads acquired by CFQ, the Charlevoix Railroad.

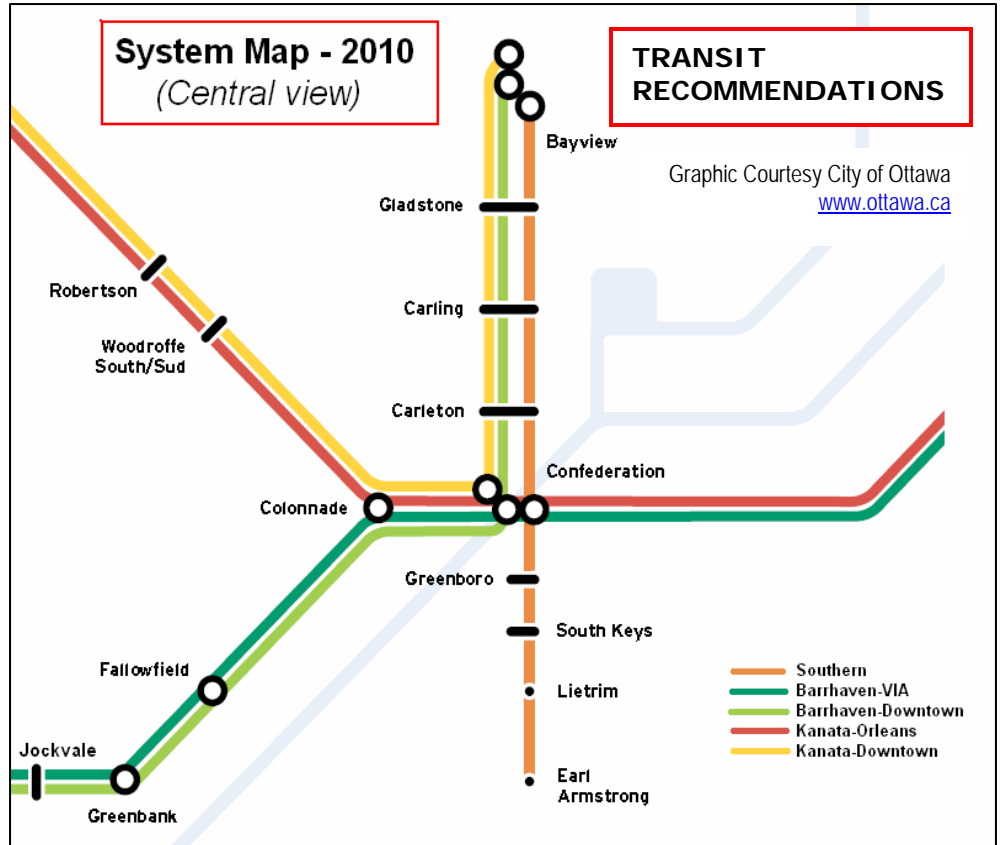
This sub was known as the Murray Bay Subdivision and runs 90 miles down the north shore of the St Lawrence River beginning in Quebec City. It also happens to be one of the most spectacular train rides in North America!

It begins in Quebec and passes beside the world famous cathedral of St-Anne de Beaupré. This railway is unique in that the river is on one side and in some places 400 foot rock faces on the other.



This is a picture of the Charlevoix freight leaving the tunnel on the way to Quebec City. This picture was taken during a trip in which I was training new conductors including OCR's Mathieu Houle seen in the next photo (page 9) inspecting the train on the Charlevoix Sub.

See Steele Rail on Page 3



The first phase of the Mayor's Transportation Task Force plan would be completed by 2010. Visit www.ottawa.ca for the full version of this map plus 2017 and 2037.

NEW STREETCARS AND ONLINE USAGE SURVEY IN TORONTO

While Ottawa grapples with its transit future, Toronto plans to purchase 200 new streetcars for fleet replacement, organize open house events to promote car usage and give users a chance to have their say.

Toronto's \$6 billion transit plan for the future includes 7 new routes and 120 km of new track along with an additional streetcar purchase.

The public can log their input online at www.mynewstreetcar.ca.

The massive plan still needs approval from various levels of government.

(Globe and Mail 070615)(RAC)

Fun with Words (8)

FOR THOSE WHO TAKE LIFE TOO SERIOUSLY!

1. Save the whales. Collect the whole set.
2. A day without sunshine is like night!
3. On the other hand, you have different fingers.
4. 42.7 percent of all statistics are made up on the spot.
5. 99 percent of lawyers give the rest a bad name.
6. Remember, half the people you know are below average.
7. He who laughs last thinks slowest.
8. Depression is merely anger without enthusiasm.

GOOD NEWS ON FUEL CONSUMPTION AT CFQ

The following email on fuel and consumption from Marc Laliberté

From: Marc Laliberté
Sent: May 25, 2007 2:14 PM
To: James Allen; Denis Cliche; Gilles Richard; John Baldwin; Brian Lavigne; Luc Larose; Claude Perras; Dave Mann; Jean-Claude Santerre; Andre Landry; Shirley Harvey; Diane Carrier; Jocelyn Ouellet; Lorraine Maheu; Joel Bazinet; Lucie Rioux; Serge Fournier; Laurent Caron
Subject: Consommation de carburant

Bonjour à tous,
 Ci-joint le graphique à jour sur la situation du carburant qui indique l'évolution du prix et notre consommation. Le prix a augmenté de 290 % de 1999 à 2006. Je n'ai pas les données de consommation avant 2001. Nous avons atteint le fond du baril en

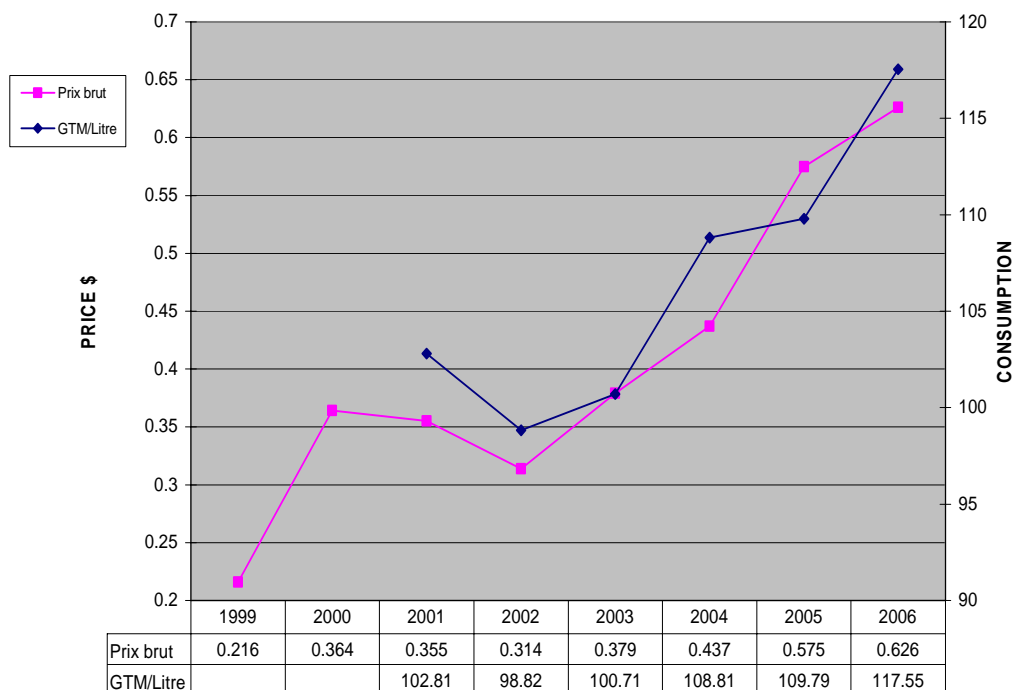
2002 avec une consommation de 98.82 GTM/l.
 Depuis ce temps nous avons amélioré la consommation de 19% lorsqu'on compare 2006 à 2002.
 19% représente une économie d'au moins 3 100 000 litres par année.
 Si j'ajoute les taxes au prix de 2006, j'obtiens un prix total de 0.692 \$ du litre. L'économie de carburant représente donc 2 100 000 \$ par année.

 J'aimerais tous vous féliciter pour cet excellent résultat. BRAVO !!!!
 Comme vous pouvez le constater, l'économie de carburant c'est payant !
 Je compte sur vous tous pour continuer à prendre tous les moyens afin de réduire davantage notre consommation de carburant.

Marc



CFQ - FUEL POSITION



Happy Birthday

Bernie Seguin

Bill Campbell

Jesse Krasilycz

Mike Ritarose

Anniversaries

Ben Beauchamp - 6 Years

Diane Carrier - 3 Years

Dennis Church - 1 Year

Pat Beauchamp - 1 Year

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

CONGRATULATIONS EVERYONE!

The graph highlights the change in the cost of fuel over the period 1999 to 2006 as well as consumption between 2001 and 2006. CFQ has been able to improve Gross Ton Miles per Litre by 19% which represents a savings of 3,100,000 litres per year! Using an average diesel cost of \$0.692 cents per litre (2006) the dollars savings is enormous - \$2,100,000.

Congratulations to everyone. I count on each and everyone of you to find more ways to reduce our fuel consumption.

Marc Laliberté

The Balancing Act

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

May 2007

Special to "The Spareboard"



Parking Stress At The Door

You've had a rough day at work. And while you'd like to forget about that disagreement with your boss or looming deadline, when you get home it plays over and over in your mind. Or perhaps trouble on the home front—whether family strife or care giving demands—is making it hard for you to focus on the job. While the havoc of stress truly knows no bounds, there are several strategies you can try to stop it at its source and prevent it from spilling over into other areas of your life.

While the havoc of stress truly knows no bounds, there are several strategies you can try to stop it at its source and prevent it from spilling over into other areas of your life.

Take a breather.

When we experience stress our breathing becomes shallow, less oxygen is pumped into the body, and we experience a reduction in mental clarity and physical energy. By managing your breathing cycle, from shallow and fast, to slow and deep, you can help control your anxiety and take charge of your body. The more you breathe deeply, the healthier you get!

Deep breathing, even for as little as five minutes, can counteract the effects of stress, clear your mind, and rejuvenate your body. Several deep breathing exercises per day, especially before confronting a challenging situation can increase your self confidence, and bring about a more relaxed attitude, that even your co-workers will notice.

Create transition rituals.

Commuting to and from work each day is a fact of life for millions of Canadians. Rather than getting frustrated by traffic delays, why not make the most of this valuable time? If you drive, pop in an audio book or listen to your favourite radio station; if using public transit, read a book or catch up on the daily news. Listening to upbeat or relaxing music on your iPod or MP3 player is another good way to gear up for your work day or wind down as you head home. Combine this with 30 to 45 minutes of aerobic activity at your local gym before or after work, and you've created an effective daily ritual that will act as a detoxifying "bridge" to help you shed stress.

De-clutter your workload.

Setting aside enough time each day to tackle the key items on your "to do" list will help reduce anxiety and that feeling of being overwhelmed. At work this means staying focused on key tasks rather than getting dragged down by timewasters like e-mail, web surfing and overly chatty colleagues. At home, consider enlisting help to give yourself a break from time to time.

See Stress on Page 9

Raymond Farand sends along info on the CRM RDC restoration initiative



Photo © John Godfrey, 2004

Canadian Railway Museum seeking help to restore Canadian Pacific RDC

ST CONSTANT, Quebec - Once a staple of the Canadian railway landscape linking towns and cities from coast to coast, the Budd Rail Diesel Car has all but vanished from the scene. Those that remain in service in Ontario and British Columbia have undergone numerous modifications to meet the travel needs of Canadians today.

Between 1949 and 1962, the Budd Company produced 404 RDCs. There were five basic variants of the RDC:

- RDC-1: An 85-foot all-passenger coach seating 88 passengers.
- RDC-2: An 85-foot baggage/coach configuration seating 71.
- RDC-3: An 85-foot car with a Railway Post Office, a baggage compartment and seating for 44.
- RDC-4: A 65-foot car with only the Railway Post Office and baggage area.
- RDC-5 (also known as the RDC-9): An 85-foot coach seating 82, with no independent control cab.

At Exporail, the Canadian Railway Museum in St Constant, the Museum is working to restore one of Canada's last surviving, largely "stock" RDC-1s, former Canadian Pacific Railway 9069, built by Budd in 1957. The Museum is seeking donations to overcome a \$12,000 funding shortfall at a critical stage of the work to restore the car. Donations are tax deductible in Canada, and donors will be recognized inside the car, unless they stipulate otherwise. If you would like to donate to the project, you can make a check or money order payable to the Canadian Railroad Historical Association, 110 St. Pierre Street, St Constant, PQ J5A 1G7. Be sure to mark "RDC Project" on the memo line.

— John Godfrey, Trains Newswire

The Balancing Act Stress, from page 8

If you can afford it, look into time-saving services like housecleaners or even personal catering services that offer healthy, home-cooked meals at a cost that is often cheaper than take-out. Too expensive? Enlist the support of friends and family. The people closest to you may be unaware you're struggling with stress and would be more than happy to help out if they knew you were feeling overwhelmed.

Consider the big picture.

It's easy to get so caught up in the daily stresses of life that you forget what's really important to you. When a problem or disappointment leaves you feeling unsettled and anxious, ask yourself if you'll even remember this moment five years from now. Staying focused on the big picture will help you avoid getting trapped in life's little daily dramas.

Staying focused on the big picture will help you avoid getting trapped in life's little daily dramas.

Be open and honest.

Building and maintaining good rapport with your colleagues fosters an environment that lets you share both good and bad life experiences. Open dialogue at home, on the other hand, helps loved ones empathize with work challenges and be more understanding if you're cranky or distracted. What details you choose to share is entirely up to you, but by giving others a 'heads up' to what's going on, you may find comfort in a sympathetic ear and reduce anxiety and stress.

Know your limits.

In the quest to accomplish more and achieve career success, many people have trouble saying "no." If you don't set some reasonable boundaries you'll probably end up feeling overwhelmed, stressed, tired and maybe even a little bitter. This applies to commitments you make both professionally and personally. Of course, you may not always be in a position to say no but, when possible, set some realistic limits on your time and stick to them.



By Jamie Campbell

RULE 104.5 - DERAILS.



b) A train, engine or track unit must stop short of a derail set in the derailling position.

Every month, an OCR employee selects the "OCR Safety Rule Of the Month"

Get support.

Look to family, friends and work colleagues for help. Perhaps your co-worker is itching for a new challenge or your sibling would love to baby sit the kids once in a while. Sometimes just a relaxing chat over coffee with a friend or colleague can go a long way in staying positive and de-stressing. Check out the self-help section of your local bookstore or take advantage of Employee Assistance Program (EAP) services to discover new ways to better manage stress.

Of course keeping your stress tightly wrapped in a neat little package isn't realistic. But by being aware of how life's daily challenges affect your mood and the way you relate to others, you can learn to temporarily park stress at the door and tackle spill-overs as they happen.

Need help managing stress? Your Employee Assistance Program (EAP) can help you make healthier choices. 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. © 2007 Shepell•fgi

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

"The Balancing Act" was reprinted with permission from SSQ Financial Group. It is provided courtesy of Laurent Caron, CFC.

Steele Rail, from Page 6



OCR's Mathieu Houle on the CFC

This railway ends in Clermont and services two large Abitibi Consolidated mills in Clermont and Beupre, as well as a transloading facility for the sawmills of the north shore. It is a profitable railway as has a very good record for employee rule compliance and professionalism. Unlike many other railroads, the employees of CFC had no previous experience and learned to railroad in a very short time frame.

I have provided extensive training to this dedicated group and I must say that I am struck by the level of progress they show in working as professional railroaders.

Mathieu Houle has followed both his conductor and locomotive training in Charlevoix and would agree that these employees are warm friendly people that made us feel right at home amongst them.

Don

Andy Ash, from Page 3

There were also "hands-on" demonstrations on how to deal with tank car leaks, a tour of BNSF's Ops Center in Topeka, KS, and, for those with a competitive streak... Hazmat Jeopardy.

During the course of the seminars, there was also a massive exhibit hall available that housed 50 exhibits of various products and services.

See Hazmat, Page 10

The Corner Office by James Allen

"ANOTHER SOLID MONTH"

"Congratulations to each and every one of you!"

Revenues for the month of May of \$761K were 9% greater than Plan driven for the most part by higher revenues from car storage.

Expenses were under Budget by \$63K although much of this shortfall will be made-up over the summer as our Track Program Spending moves into high gear.

Nonetheless another solid month.....congratulations to each and everyone of you. Speaking of storage you will see that Serge and the boys have been hard at work opening two new tracks in Walkley Yard so we may handle more storage....no pressure Mike!!!

A 1 day mini audit was conducted by Fern, Serge F, Luc and Jerry and all rules were followed with one exception. We still have room for improvement.

Pay close attention to the article from Marc Laliberte, President and CEO. We are generating terrific savings by operating more efficiently, carefully and "keeping our eye on the ball". The results speak for themselves.

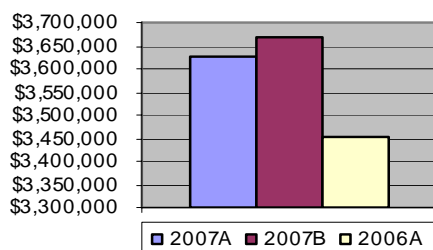
Finally we are into summer and everyone is looking forward to their well deserved vacation.

Hope you and your families enjoy themselves and remember to make every day a safe one.

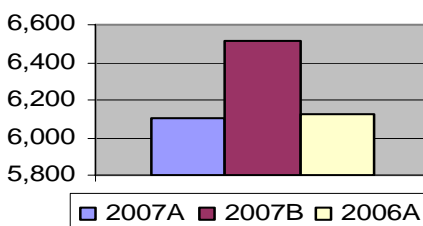
Jim

Performance Indicators May, 2007

Revenues



Carloads



Hazmat from page 9

This year, there was a great emphasis on security which is certainly a hot topic on both sides of the border.

The overall purpose of this seminar is to bring all of the elite first responders for railways to one location where they can learn, network, trade "war stories" and share practical knowledge stemming from actual responses to railway incidents.

The Railway Association of Canada's (RAC), Dangerous Goods Team is no exception. We attend this important seminar every year, either as presenters or participants.

The RAC DG team enjoys a very close relationship with our BOE and railway responder brethren and are always willing to bring a Canadian flavour to the seminar.

We encourage Canadian railway first responders, contractors and industry responders to attend this seminar annually to maintain the relationship in this large family of railway emergency responders.

This seminar is just one tool that the RAC DG team specialists use to further our mandate, and that is to: Protect the general public, environment, property and our selves.

For more information, contact: Andy Ash, RAC Manager, Dangerous Goods, andya@railcan.ca or 905-953-8991.

Have a happy and safe summer!

"IN BOX" Top Pick



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