

# The Spareboard

Ottawa Central Railway

May, 2008 Vol 4 No 5

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

Take  
Care  
Luc!

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## OBSERVATIONS

Transportation  
& Engineering

By Luc Larose & Serge Beauchamp Page 8



See page 3

**OCR**

Congratulates!

## The Balancing Act

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**Steele  
Rail**  
Don Steele

### New Study

## SHORTLINES BENEFIT ONTARIO ECONOMY, ENVIRONMENT

A new study for the Railway Association of Canada and the Ministry of Transport for Ontario says short line railways contribute up to \$1.2 billion in economic and social benefits to Ontario's economy.

"Short lines are an integral part of Ontario's transportation network and play a key role in economic development and environmental sustainability. In order to intensify trade and to stimulate economic growth, Ontario must have the capacity to transport goods safely, effectively and efficiently. The railway network plays a key role in providing this service," said RAC president and CEO Cliff Mackay. The cost of the study carried out by CANARAIL consultants of Montreal was shared by the province and the railways.

Approximately 400 employees work for the shortline railways in Ontario. They earn \$20 million in wages annually and contribute \$7M in federal and provincial taxes. The shortlines support local industries whose total revenue is estimated at \$4B annually. "That illustrates the dynamic relationship between



"Thomas" returns to Walkley Yard...

Photo: Ray Farand

"Thomas The Tank Engine" brings his "Great Discovery Tour, 2008" to OCR's Walkley Yard in mid August. For tickets and more information, visit [www.downtottawa.ca](http://www.downtottawa.ca)

transportation and industrial production," said Mackay. "Demand for rail services will increase as trade with Asian-Pacific markets continues to flourish," he says. "We improved our rail freight emission figures in the province significantly, and we appreciate the province's on-going support."

Smog-forming oxides of nitrogen are down more than 28%, carbon monoxide is down 50% and CO2 equivalent greenhouse gases are down some 23% since 1990.

Rail carries 64% of surface tonne-kilometres of freight and 66 million passengers but only produces 3% of transport's greenhouse gas emissions.

Canadian freight railways now

move 169 revenue tonne-kilometres of freight for each litre of fuel they consume, an improvement of some 30%.

**See Shortlines benefit, Page 3**

## Inside The Spareboard

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The Spareboard  
Ottawa Central Railway

COLIN CHURCHER

presents

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



## The Three Rs – Part One

By Colin Churcher

On Friday 29<sup>th</sup> June 1963 I went to Swindon for a medical examination. My diary records I was first given an old shoe box which contained strands of variously coloured wools, all pretty dirty from use.

When I had sorted them out by colour, the supervisor was satisfied that I was not colour blind. I then had to write my name on a piece of paper and then he dictated “A light engine, when on any running line, must always carry a red tail lamp in the rear.”

I was flabbergasted to realize that I had just taken a literacy test (I had just completed my second year at university) and even more surprised to learn that the day before an applicant had made 14 mistakes with those 17 words.

I didn't think much more of this

until almost forty years later. After my retirement, I spent some time in Bolivia training government railway safety inspectors. We were in a track car in the yard at Oruro on the high (around 14,000 feet) Altiplano – two government inspectors, the railway division engineer, a native Aymara driver/pilotman and me.

While we were waiting for a freight train from Uyuni to clear I asked the driver to see his track permit (via libre). He replied, in Spanish, “It is number one, two, six”. Thinking that I had made a mistake in my poor Spanish, I replied “Let me see it, please”.

There then followed a quick fire exchange in Spanish and Aymara which left the railway engineer looking sheepish while the driver went to the dispatching office to get a paper copy of his authority. He came back with a pink via libre, number 126 giving him authority to run all the way to Uyuni.

Honour was satisfied on both sides and we ran straight through to Uyuni where we stayed the night. The next morning we set off for Potosi over what was at that time, the highest railway summit in the world. The driver proudly showed me his pink via libre and we set off for Potosi.

We were following a train ahead and the dispatcher was clearing the line ahead for us as the train

proceeded.

I kept track of the locations as we progressed and asked why the driver was not writing down the points to which we were cleared as they were given over the radio. There then followed another quick-fire exchange in Spanish and Aymara and the answer was again lost in translation – something about he can remember so he doesn't write it down.



Lunch break at Challapata, Bolivia. These four wheel inspection cars have to be used because hy-rail equipment will not function on the narrow (metre) gauge track.

Afterwards, it has become clear to me that the reason for the problems was that the Aymara pilotman could not read or write so it was useless to give him a written via libre and he could not write down the extensions to his clearance. Although the rule book said otherwise, he had to remember this all-important information.

Of course, everyone knew that once the freight train had arrived at Oruro there were no other trains running that day so why did he need a piece of paper to tell him something that everyone knew?

The value of that test taken so many years ago now became quite clear to me. It is essential to be able to read and write. Next time I will talk about the value of the third “R” - ‘rithmetic.

**The Three Rs – Part 2 in the next “Spareboard”**



A freight train arriving at Oruro, Bolivia. The yard is completely walled in. Note the cast metal coat of arms of Bolivia located above the windshield. While I was taking this picture our pilotman was getting a copy of his clearance.

Photo: Colin Churcher

## OCR announces staff changes



Roy Murray

Jerry Kelly



### Shortlines benefit Continued from Page 1

Short lines in Canada now originate more than one million carloads of traffic, more than double the volume of a decade ago.

An opinion poll in January 2007 found that 26% of Canadians said that the environment was their top issue, up from just 4% in 2005. Rail has worked hard to get its own house in order, and, with the right public policies, will do even more, said Mackay.

Rail currently transports more than 100 miles of train a day cross border between Canada and the US and the federal government recently doubled the Capital Cost Allowances rate for new and rebuilt electric locomotives from 15 to 30%.

The recent federal budget also had good news for rail passengers and commuters by establishing a new \$500 million transit trust fund which will further improve passenger rail services.

See Major Investment, Page 7

### MEMO

**To:** All Employees  
**Date:** June 19<sup>th</sup> 2008  
**Re:** Announcement – Roy Murray

I am pleased to announce the promotion of Roy Murray to Shop Supervisor effective June 23<sup>rd</sup> 2008.

In his new position Roy will retain the locomotive electrician responsibilities and report directly to me.

Your support of Roy is appreciated so please join me in wishing him all the best in his new position.

Sincerely,

James D. Allen, General Manager

**Make every day a safe day!**

### MEMO

**To:** All Employees  
**Date:** June 19<sup>th</sup> 2008  
**Re:** Announcement - Jerry Kelly

I am please to advise that Jerry Kelly has accepted the responsibilities of Transport Supervisor effective June 23<sup>rd</sup> 2008.

Over the past 9 months as Shop Supervisor, Jerry has worked tirelessly reorganizing the Department, improving paper flow and seeing to it that our locomotive fleet is available when required.

His previous experience as Conductor, Engineman and Assistant Transportation Supervisor makes him well suited for the job.

Your support of Jerry in his new position is appreciated so please join me in wishing him all the best.

Sincerelv.

James D. Allen, General Manager



**Quick and easy**

### Savory beef au vin

2 lb beef (boneless sirloin steak)  
2 tbsp vegetable oil  
2 medium to large onions, sliced  
2 cups fresh sliced mushrooms  
1 tbsp paprika  
½ cup dry red wine  
½ cup beef broth  
1 tsp savory  
1 tbsp chopped parsley  
Salt and pepper to taste

- Slice steak into strips, heat oil and sauté in large fry pan on high
- Add mushrooms and onions and cook till soft
- Add paprika, wine broth, savory and pepper/salt, simmer
- Remove meat and raise heat to reduce sauce a touch
- Pour sauce over the meat, garnish with parsley
- Serve with potato or rice and side salad

(Also featured in the Spareboard, July 2007)



# INCIDENTS & ACCIDENTS

Through May, 2008



	May 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*	4	11	13	10	9	11	6	8
Crossing Accidents	2	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
<b>TOTAL</b>	<b>8</b>	<b>22</b>	<b>16</b>	<b>20</b>	<b>15</b>	<b>21</b>	<b>19</b>	<b>19</b>

## Other Incidents

	May 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	2	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
	4	11	13	10	9	11	6	8



*Fern's "Rule Of The Month"  
returns next month*

## TTC STREETCAR SWEEPSTAKES TIGHTENS UP

Toronto's streetcar replacement contract is almost certainly headed to Bombardier after its main rival, Siemens, pulled out of bidding at nearly the last minute.

The Toronto Transit Commission closed the proposals process for the replacement program, which could eventually cost more than \$3-billion and require some 600 vehicles, on Monday.

The initial requirement is for 204 streetcars at a price of about \$1.2B. Only Bombardier and a small British manufacturer, TRAM Power, submitted bids. TRAM Power's principal product is a prototype light-rail vehicle, and as such it has vastly less global experience.

Dirk Miller, a spokesman for Siemens, said that the company decided not to try for the streetcar project two weeks ago. He declined to elaborate on why Siemens had chosen to pass up saying only that "finally we decided it was in our better interest not to bid."

(Globe and Mail 080702)(RAC)



*Make every  
day a Safe  
Day!*

# Performance Indicators



May, 2008

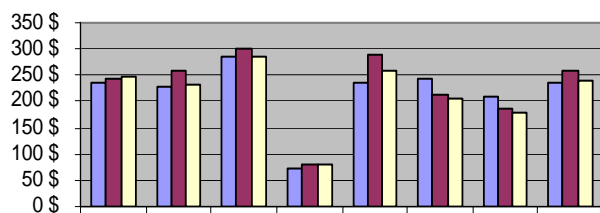
## Our Mission:

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:

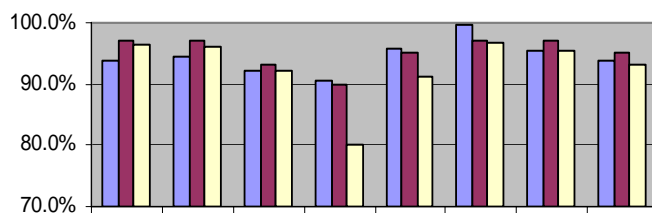
To make a significant contribution to our customer's commercial success by providing safe, efficient and cost-effective transportation logistics services.

### Total revenues/employee ( 000 \$ )



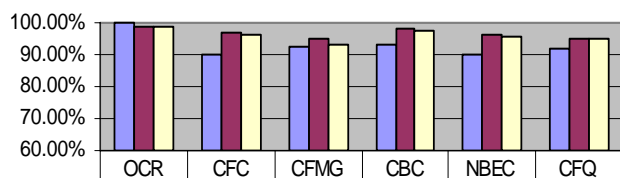
Cum 2008	237 \$	229 \$	285 \$	74 \$	236 \$	243 \$	210 \$	237 \$
Obj 2008	243 \$	260 \$	300 \$	81 \$	290 \$	213 \$	185 \$	259 \$
2007	249 \$	232 \$	286 \$	81 \$	259 \$	207 \$	177 \$	240 \$

### Attendance



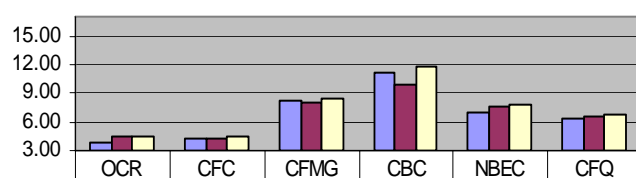
Cum 2008	93.8%	94.3%	92.2%	90.7%	95.8%	99.7%	95.4%	93.7%
Obj 2008	97.0%	97.0%	93.0%	90.0%	95.0%	97.0%	97.0%	95.0%
2007	96.4%	96.2%	92.2%	80.2%	91.1%	96.7%	95.5%	93.3%

### Weekly Car Placements ( % Placed / Garanteed )



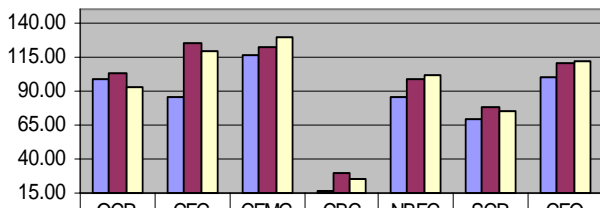
Cum 2008	100.00%	89.70%	92.20%	93.00%	90.30%	91.80%
Obj 2008	99.00%	97.00%	95.00%	98.00%	96.00%	95.00%
2007	99.00%	96.40%	93.10%	97.20%	95.60%	94.80%

### Car cycle ( Days ( empty-load) )



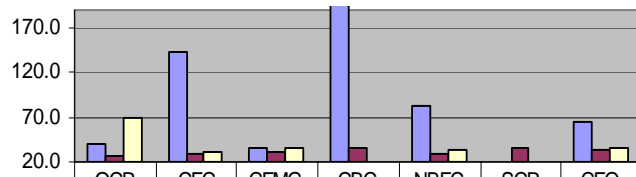
Cum 2008	3.83	4.28	8.28	11.13	6.91	6.42
Obj 2008	4.39	4.30	8.00	10.00	7.50	6.60
2007	4.42	4.51	8.45	11.82	7.75	6.81

### Fuel Consumption ( GTM/litre )



Cum 2008	98.83	84.90	116.19	16.86	85.26	69.85	99.85
Obj 2008	103.55	125.10	121.50	30.00	99.20	77.57	111.10
2007	92.65	118.87	128.90	25.91	102.09	75.11	112.00

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



Cum 2008	39.7	142.7	36.0	252.0	83.5	0.0	64.6
Obj 2008	27.5	30.0	32.0	35.0	28.0	35.0	34.0
2007	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*

## HELPING TEENS PREPARE FOR SUMMER WORK



### "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

As summer rolls in and school break approaches many restless youths and anxious parents are beginning to wonder what to do about summer break.

*A summer job is a great way for teens (provided they're ready and willing) to gain new life experience, learn to take on new responsibilities and maybe even earn a little extra money.*

Prepare teens for the working world by helping them:

### Choose a goal.

This is a great time to sit down with your teen and discuss their future career and educational goals. Your tech savvy son may want to investigate jobs at an electronics store or even working as a counsellor at a computer camp. Does your daughter constantly dream up creative business ideas? Look into programs that help students, both financially and through training, start their own business. Don't worry if your teens still don't have a clue: summer jobs are a great opportunity to 'try on' different career hats.

### Remain realistic.

While your teen may have visions of managing a store or instantly becoming a leading graphic designer, ensure they understand that career building is a lifelong process. Work, especially when starting out, can be less than exciting or glamorous. Help frame the big picture: a summer job is a valuable stepping stone to bigger and better things down the line.

### Consider volunteer options.

Volunteering is a great way for young people to build job skills and work experience to put on their resume, especially when starting out. Depending on the type of volunteer job, it can also help give your teen a greater

appreciation for things—their health, stability, shelter, etc.—they'd normally take for granted.

### Create a resume.

These days, even part-time retail jobs are requesting resumes. This can be a real challenge for young people and their parents, especially if they've never had a "real job." Openly discuss the skills and abilities your teen brings to the table and how they've been applied. Dig a little deeper and together you may discover your child has already had lots of 'mini' jobs.

Serving on student council, being an active member of the school orchestra or fundraising for a local kids group are all potential additions to a resume as they show commitment, leadership and reliability. Enlist the support of a word-savvy relative or friend if you don't feel confident in your resume writing skills or look online under "resume samples" to get a better sense of different resume styles and options.

### Practice.

Interviews are nerve wracking for the most experienced of workers, but especially so when you've never done one. Take on the role of an employer and ask your teen job-related questions so that your child is well prepared to talk about his or her strengths, weaknesses and accomplishments. It's also a good idea to present a few "what if" situational challenges and to go over appropriate responses to these kinds of problem-solving questions.

### Understand what's appropriate.

Every parent hopes their teen will do a good job and be a hard worker, but it shouldn't be at the expense of their physical or emotional well-being.

**See Balancing Act, Page 7**

From page 6

**Balancing Act;  
Helping teens prepare**

Help kids recognize what is and isn't appropriate behaviour at work—both for your teen and his or her supervisor. Let teens know to speak up—either to a higher up or to you—if they feel their safety is threatened or if they're being physically or verbally harassed at work. Make sure they understand that physical or emotional insecurity should *never* be part of the job description.

Partnering with your teen to prepare, explore job options and approach work with realistic expectations can help set your child up for success now and down the road. While your teen isn't likely to land their "dream job" just yet, a summer job is a great opportunity to explore interests, learn about managing responsibilities and begin a promising career path.

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.

**Make every day  
a safe day!**

**Time to ride the rails again?**

**RAIL AN ATTRACTIVE  
ALTERNATIVE IN NB**

Rail was once the heart and soul of Moncton, NB, but its prominence faltered when the CN shops closed in July, 1988. Twenty

years on, Moncton, the province, and the country as a whole may need to look to the past to find the way of the future.

With the cost of fuel getting higher every year, rail is poised to become an attractive alternative to shipping freight by truck, though not without a significant investment.

"I don't know that the love affair with the automobile is over yet, but it is getting pretty badly bruised I am beginning to think," says Harold Nicholson, president of Transport 2000 Atlantic.

"If everyone stops and thinks for a while, they will see that the future probably lies in rail."

Nicholson's national counterpart, David Jeanes, agrees. "Certainly over the long distances fuel costs, emissions and just highway safety and congestion are all factors that contribute to it being worthwhile to go back to moving more freight by rail," says Jeanes, president of Transport 2000 Canada.

Roger Cameron, director of public affairs for the Railway Association of Canada, says rail has been growing in Canada.

**See NB on page 11**

For

**LEXOPHILES!**

*(Lovers of words!)*

*(Part 1)*

1. *A bicycle can't stand alone; it is two tired.*
2. *A will is a dead giveaway.*
3. *Time flies like an arrow; fruit flies like a banana.*
4. *A backward poet writes inverse.*
5. *In a democracy it's your vote that counts; in feudalism, it's your Count that votes.*

**He's Back!**



**August  
15-17 & 22-24**

**www.downtottawa.ca**

**COLIN CHURCHER'S  
RAILWAY PAGES**

**www.railways.incanada.net**

**Major Investment  
From page 3**

Major Canadian railways will invest almost \$2.5B dollars this year in order to maintain their infrastructure and ensure that they can move their goods in a safe and cost effective manner. "A number of short lines have partnered with the federal government and other provinces to upgrade their infrastructure. We're hopeful that we can do the same in Ontario in the near future," said Mackay.

(Canada NewsWire 080611)(RAC)



## OBSERVATIONS

### Transportation

By: Luc  
Larose



Per employee

Employee	Jan	Feb	Mar	Apr	May	Total YTD
Anderson Charles	21	7	4	10	15	57
Brisson A		8	21	18	18	65
Campbell B		10	17	11	13	51
Campbell Jamie	4	10	2	7	10	33
Campbell John		13	22	7	7	49
Gagnon MA	9	5	6	20	7	47
Houle, M	10	7	18	11	8	54
Laing		6	8	8	27	49
Kelly S				10	9	19
McRae B	4	10	6	10	10	40
McRea K	8	7	7	17	10	49
Perrier P	10	5	11	17	20	63
Proulx N	3	5	11	17	20	56
Robinson P			2	11	10	23
Seguin B	11	7	1	20	6	45
Talbot C	11	6	8	8	8	41
Ritarose M	19		4			23
3rd PARTY			1			1
<b>Totals</b>	<b>110</b>	<b>106</b>	<b>149</b>	<b>202</b>	<b>198</b>	<b>765</b>



### Best Wishes to Luc!

This week Luc Larose left OCR to begin a new challenge with VIA Rail. I know Luc to be a knowledgeable and very dedicated railroader in an otherwise very demanding job. Luc was always very kind to me and I will miss the times he has taken the class out for lunch. OCR's loss is VIA Rail's gain and I would like to wish Luc lots of good fortune in his new endeavours.

As a rules instructor, you get to spend a lot of time on the road. This

is the difficult part of the job. I spend more nights in hotel rooms than in my own home. The wonderful thing about working with OCR was the consideration shown to me by everyone. I have always been made to feel like I was a valued part of a team. I know that this sounds a little cliché but it is the truth. Both Luc and Jerry always welcomed me and made sure that I had the support that was required for successful training. I know them to be warm and friendly individuals who I consider to be personal friends.

I have worked in the railway industry for 35 years now and have observed the culture for a long time. I have observed the relationship between supervisor and employee and sometimes wonder about the dynamics involved. I worked as a supervisor for a period of months and that experience deepened my understanding of the stress and demands of a transportation supervisor. This job is very demanding and requires a lot of patience and a keen sense of justice. The culture has always been adversarial on the surface but in reality, 95% of railroaders are fair in their judgment and if you talk to them one on one, they will give you a fair opinion.

Profitable and sustainable railroading is tough in today's world and requires sometimes tough measures to ensure long term survival. Transportation supervisors are called upon to ensure the operation runs smoothly and also balance the fiscal demands. They are crew dispatchers, power control, customer service and computer experts, human resource managers, psychologists and are called upon day and night. They depend on the cooperation of their fellow employees.

Luc had the greatest respect for those hard working, fair-minded and dedicated individuals who help make OCR a successful railway.

I hope everyone lends their support to his replacement as they did to Luc.

Thanks and until next time,

Don



## HCW Out Of Steam

Hull-Chelsea-Wakefield steam train GM André Groulx said the organization is in the process of "closing the books" on a season that barely began. "The current owner is not operating," said Groulx. "However if another purchaser comes along, there may be a chance that it could operate as early as this fall. That would really be a best-case scenario."

The locomotive screeched to a halt in mid-May after a major landslide threatened track safety. It only made five runs prior to the slide and had more than 10,000 reservations before the season opened on May 3. Soon after, train owner Jean Gauthier announced he would sell the train for \$2.5 million. Seven groups professed interest in buying the engine. Groulx said three are looking to keep the train in the area and a couple are looking to move it.

(Montreal Gazette 080621)(RAC)



**Happy Birthday**  
Bernie Seguin, Bill Campbell

**Happy Anniversary**

Ben Beauchamp - 7 Years  
Diane Carrier - 4 Years  
Dennis Church - 2 Years  
Patrick Beauchamp - 2 Years

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

## OBSERVATIONS

Transportation

By: Luc  
Larose



Non-Compliance

Subject (rules)	Jan	Feb	Mar	Apr	May	YTD
General Rule A						0
Switching by radio (CROR 12.2)						0
Engine bell (CROR 13)						0
Whistle (CROR 14)						0
Headlight (CROR 17)						0
Markers/TIBS (CROR 19)						0
Blue Flag protection (CROR 26)						0
Fixed signal recognition (CROR 34)						0
Planned Work (CROR 42)						0
Slow Track protection (CROR 43)						0
Operating bulletins, DOB, TGB0 (CROR 83, 83.1)						0
Train location report (CROR 85.1)						0
Public crossings at grade (CROR 103)		2				2
Hand operated switches (CROR 104)						0
Derails (CROR 104.5)						0
Speed on other than main track (CROR 105)						0
Train inspection (CROR 111)						0
Securing equipment (CROR 112)						0
Coupling to equipment (CROR 113)						0
Fouling other tracks (CROR 114)						0
Pushing equipment (CROR 115)						0
OCS Rules						0
Stopped by a red flag						0
Other - CROR__121_____						0
Riding equipment (GOI 8.(12.4))						0
Getting on and off moving equipment (GOI 8 (12.5))						0
Independent brake valve (GOI 6 (D3))						0
Crossing the track(s) (GOI 8 (4.5.3))						0
Walking on rail (GOI 8 (4.5.4))						0
Personal protective equipment (PPE) (GOI 8 (4.3))	1					1
Push/Pull Test						0
Other		3				3
<b>TOTAL Non-compliance</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>
	<b>11</b>	<b>13</b>	<b>21</b>	<b>15</b>	<b>14</b>	<b>74</b>
<b>% Non-compliance</b>	<b>9%</b>	<b>38%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>8%</b>

# OBSERVATIONS

Engineering

By: Serge  
Beauchamp



## Per Employee



Track Employees	Jan	Feb	Mar	Apr	May	Total YTD
Benoit Beauchamp	2	3	3	3	1	12
Patrick Beauchamp	2	3	3	3	2	13
Georges Brohart	2	2	3	3	1	11
Lavern Brohart	2	2	3	3	1	11
Wayne Brohart	4	5	4	4		17
Sean Gill	3	5	3	3	2	16
Vincent Mayhew	2	2	3	3	1	11
Richard Myre	3	5	3	3	2	16
Cyril Wolfe	2	2	3	3	1	11
Contrator					10	10
X-Rail		9		1	3	13
Transp.employees						0
Monthly Totals	22	38	28	29	24	141

## BONDING AT THE BBQ!



Photo Dave Watts

Fridays during summer can be special at OCR! Occasional lunch-time BBQs allow staff to catch up in a more relaxed, social atmosphere. On June 20, staff dug into burgers and dogs while bidding 'farewell' to Luc Larose.

## Luc Goes Passenger!

**"ALL THE BEST  
AT VIA RAIL,  
LUC!"**



Ottawa Central Railway, Inc

## MEMO

**To:** All Employees

**Date:** June 19th 2008

**Re:** Announcement - Luc Larose

It is with much regret I announce the departure of Luc Larose effective August 1st. His final day on the job will be June 20th following which he will be taking some much deserved vacation.

Luc has been with OCR since Day 1 and has played a major role in the growth and prosperity of the company. He will certainly be missed!

OCR's loss is VIA's gain.

Please join me in thanking Luc for his contributions to OCR's success and wishing him all the very best in his new career.

Sincerely,

James D. Allen  
General Manager

# OBSERVATIONS Engineering

By: Serge  
Beauchamp



## Non-Compliance



## NB continued from page 7

"West coast traffic is expected to double over the next 10 years," he says. "There is a lot going on to accommodate that." But opportunities loom on the east coast as well.

"There is a lot of interest right now in the Maritimes in expanding capacity," Jeanes says. "The idea is that CN may establish a new freight container port in New Brunswick.

Increasing the use of rail is something Nicholson says "certainly should" be on the agenda in New Brunswick, but he's not so sure it is. "Somehow provincial governments seem to be stuck in highway mode and this is incredibly unfortunate. From what I understand of the Atlantic Gateway proposal, it is built primarily on highway, which is a big mistake," says Nicholson. But, while the province's long haul lines are still relatively intact and in good working order, the short haul lines are either gone or in need of upgrades and repair to bring them up to the standards needed to make them a significant cog in the freight transportation wheel.

Jeanes says building a container port in Belledune, for example, would require substantial upgrading of the short line from Campbellton to near Moncton operated by New Brunswick East Coast Railway.

And while the eastern half of the province is still fairly well served in terms of rail lines, most lines in the western half of the province have disappeared.

**See Rail, page 12**

Subject (rules)	Jan	Feb	Mar	Apr	May	YTD
Securing work equipment, machinery						0
Fusees (CROR 11)						0
Emergency Protection ( CROR 35)						0
Protection of track work on other than main track (CROR 40.1)						0
Planned work (CROR 42)						0
Slow track protection (CROR 43)						0
Protection both directions (CROR 45)						0
Mounting of signals (CROR 46)						0
Track occupancy permit (TOP) (CROR 49)						0
Defining clearance limits of authority (CROR 81.2)						0
Copying, repeating and completing (CROR 136)						0
Clearance in lieu of TOP (CROR 312)						0
Protection of track work (CROR 807)						0
Track occupancy permit (TOP) (CROR 815 and SI 1)						0
Cancelling authority (CROR 825,826)						0
Hand operated switches (CROR 104)						0
Derails (CROR 104.5)						0
Inspecting passing trains (CROR 110)						0
Radio terms (CROR 120)						0
Positive identification (CROR 121)						0
Content of radio communications (CROR 122)						0
Verification procedures (CROR 123 SI 1)						0
Authorities placement in cab of TU						0
QRC job briefing Policy (GOI 4(4.8))						0
Personal Protective Equipment (PPE) (GOI 8(4.3))		1	2	1		4
others						
Safety watch						
<b>TOTAL Non-compliance</b>	0	1	2	1	0	4
<b>TOTAL Observations</b>	9	11	9	10	21	60
<b>% Non-compliance</b>	0%	9%	22%	10%	0%	7%

**Observations**  
**Engineering and Transportation**  
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www.railcan.ca



## The Corner Office by James Allen

### FUEL COSTS CONTINUE TO BE A PROBLEM

Revenues for the month of \$748K were \$27K above Budget pushing year-to-date totals over Target as well as the first five months of last year.

Fuel costs in the month were \$66K over plan and continue to be a problem. Our year-to-date Operating Ratio of 90.3% is well below Budget (83.5%) and prior year (84.3%).

We are all disappointed in losing Luc however are very fortunate to have Jerry accept the Transportation Supervisor position as well as Roy taking over the Shop. Your support of both these gentlemen is greatly appreciated.

We did have two incidents in the month where a locomotive fell between the rails. Our plan this year to fix gauge spots is underway unfortunately we had not yet got to the areas where the incidents occurred.

Our Performance Indicators are improving however we still have a ways to go yet!

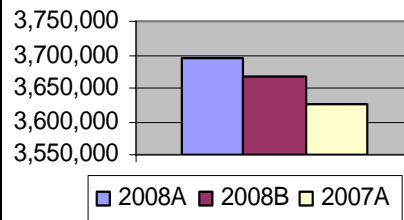
I wish each of you a very happy summer vacation and make every day a safe one.

## Performance Indicators

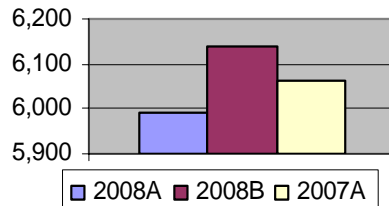
May, 2008



### Revenues (\$)



### Number of Cars



### NB Rail from page 11

However, Jeanes says while Canada's rail system isn't what it used to be, it still has much potential. "Railway lines are still efficient at long-haul," he says.

But Nicholson is afraid the region will dally and miss its chance on rail. "It is like a lot of things," he says. "The Atlantic area certainly tends to play a lot of catch up and I have a fear that ultimately this is going to be the case here as well. We are going to find out almost too late that rail is the way to go."

(Moncton Times & Transcript 080621)(RAC)

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10 Fabulous Years  
and we've only  
just begun!

Thank you to our  
clients and partners for  
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