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## OCR helps raise some Christmas Cheer!

*As reported in the previous  
"Spareboard", James Allen  
presents cheque, "Live" on  
Ottawa radiothon.*

When James Allen stepped up to the CFRA microphone to first chat about OCR and its fundraising efforts over the past year, then, present a cheque carrying a \$5,100 pledge, silence gripped the studio followed by a generous round of applause!

"We were busy with our golf tournament and Safety Expo and Open House," says Mr. Allen. "Also, when Thomas The Tank Engine arrived in August, that opened the door for more fundraising."

Stressing 'safety first' in all aspects of work and life, James Allen has established and positioned OCR as a responsible corporate citizen within the National Capital Area. "Giving to something like Christmas Cheer is our way of 'giving back' to the community.

At the end of the day, the 57<sup>th</sup> "Christmas Cheer Broadcast on CFRA" generated pledges pushing \$180,000!

Funds raised to the Christmas Cheer Fund in support of the Christmas Exchange and the Ottawa Food Bank. The Broadcast aired on 580 CFRA, Ottawa, all day Saturday, December 1.



Photo courtesy OCR  
General Manager James Allen (front row, centre) leads the OCR staff in a rousing "Happy New Year" during the company Christmas Party! Additional party pictures can be found on pages 6 and 7. The party was held at on Saturday, December 1<sup>st</sup> at the Best Western Cartier, Hull (Gatineau), QC.  
**See party pics on page 6**



Photo Dave Watts  
Ottawa Councillor Rob Jellett catches up with James Allen at the Christmas Cheer Broadcast on CFRA. Ottawa Central Railway contributed over \$5,000 to the Broadcast's success.

**Make every day a safe day,  
through the Holidays  
and all year long!**

### Inside The Spareboard

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Ottawa Central Railway  
Ottawa, ON Canada

## Backtrack

By Dave Watts

The tenth in a series of profiles on classic

North American trains

### "The Hiawathas" (The Milwaukee Road)

The Hiawathas were a series of passenger trains that operated between the Twin Cities (Minneapolis - St. Paul, Minnesota) and Chicago.

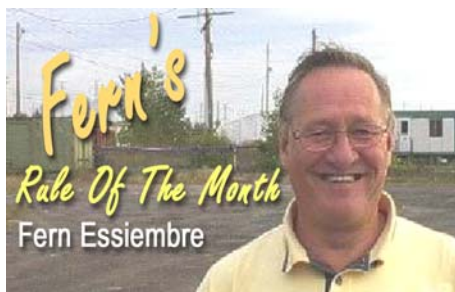
By the mid 1930s, the first Hiawatha was making tracks and by the end of the 1940s, five routes carried the name Hiawatha.

The "Twin Cities Hiawatha" ran from Chicago to the Twin Cities, the "North Woods Hiawatha" turned off the main line from New Lisbon, to Minocqua, Wisconsin and the "Chippewa Hiawatha" linked Chicago to Michigan's Upper Peninsula. In addition, the "Midwest Hiawatha" ran to Omaha, Nebraska and the "Olympian Hiawatha" was routed from Chicago to Seattle via the Twin Cities.

Competing with other streamline trains of the day, the initial Chicago-Twin Cities Hiawatha covered the 410 mile (660 KM) distance pulled by steam power. The Milwaukee class locomotives themselves were some of the fastest ever built often requiring speeds of over 100 mph (160 kph) to maintain schedule.

Diesel power was introduced in 1941 and by the late 40s, new lightweight equipment made an appearance. The Hiawatha name lives on today with Amtrak service. The Amtrak "Empire Builder" covers the original Hiawatha route between Chicago and Minneapolis-St. Paul.

*Backtrack appears regularly in The Spareboard*



### General Operating Instruction Section 8 item 12.4 in part

#### 12.4 Riding Equipment

**PURPOSE:** To ensure employee safety while riding various types of equipment.

#### **PROCEDURE:**

When riding equipment, employees

#### **MUST ALWAYS:**

- continuously maintain a firm grip on handholds provided;
- be aware of and protect themselves against sudden movement or slack action;
- look in the direction of travel, continuously monitoring safety of movement;
- be aware of and react to restricted clearances;
- ride on the side which provides the best escape route (clear of adjacent structures and equipment if possible)



- be particularly vigilant where flangeways may be contaminated with snow, ice, or other material. Ensure locomotive is first carefully operated through the flangeway, and if in doubt, detrain and walk ahead clear of the equipment until beyond the condition.

*Fern*

From the desk of Serge Fournier via Jamie Burwash at Geismar and is posted for all affected employees.

For additional information, please see

Serge Beauchamp.



Serge Fournier

### Additions to: CN Track Welding Manual

November 19, 2007

#### **Rail Puller Safety Procedures:**

1. Carefully inspect all components of the rail puller and related equipment before use. If any parts are worn, damaged, or defective replace them immediately prior to use.
2. This equipment is **HEAVY!** Use the proper lifting procedures, or devices while handling this equipment.
3. Follow and understand all of the manufactures instructions for the safe operation of the type of puller being used.
4. Carefully examine the rail to be pulled for potential snags. (For example: thermite welds, or flash butt welds could catch on tie plates and pull up ties). "The subsequent sudden release of tension on the rail expanders/pullers may cause wedges or other heavy parts to fly off, resulting in serious injury". **"STAY ALERT"**
5. Examine rail web where clamps will contact the web. Thoroughly clean the rail web of oil, grease, or dirt with a non-lubricating solvent, such as those used to clean brake surfaces, or soft torch flame, clean and wire brush. ("Grind the area clean if needed") **DO NOT** use lubricating solvents such as WD40 or similar products, to clean the rail.

Continued on Page 6



## The magic of Christmas Trains

Special to *The Spareboard*

### *The South Carolina Canal and Railroad Company*

How many times have we seen a model or toy train scurrying around a loop under the Christmas tree?

Christmas day is memorable in trains and railroading.

In the U.S., December 25, 1830 saw the first regularly scheduled passenger train begin operations.

The South Carolina Canal and Railroad Company rolled out of

Charleston, SC for an extended journey along 6 miles (9.6 KM) of track!

A local Charleston newspaper reported regular departures would be "8 o'clock, at 10 A.M., at 1 and at half past 3."

The new service was pulled by "Best Friend", a named steam engine and one of the first in the U.S. to pull an entire string of cars.

In an article, *The Charleston Mercury* revealed, "It is said to have moved on some occasions at the rate of 30 miles per hour...When drawing two Cars with forty-one passengers, it went at the average rate of nearly 16 and where the Road was straight, at a rate of 20 per hour. "This breakneck speed was achieved by a six horse

power engine weighing three tons "exclusive of the wood and water for keeping it in continued action."

The railway was chartered in 1827, the same year as the Baltimore and Ohio Railroad.

### *The Bytown and Prescott*

In the Ottawa area, the first regularly scheduled service was inaugurated 24 years later to the day! At 6:00 AM, December 25, 1854, the first southbound Bytown and Ottawa train left the city headed for Prescott, Ogdensburg, then east to Montreal, south to Boston and New York City arriving December 26th.

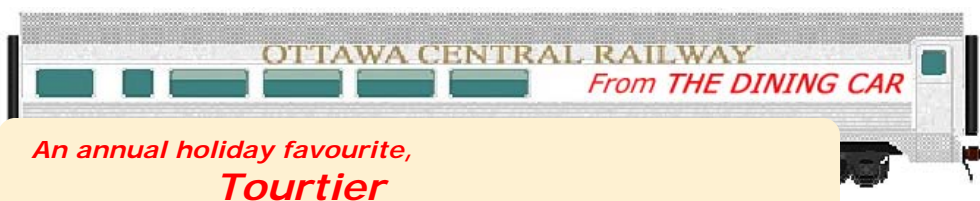
Meanwhile, a return train left Prescott at 5:30 PM and arrived in Bytown at 8:30 P.M. According to author and railway historian Colin Churcher, fares for the round trip during the first week of service were \$2.00!

Early schedules implied the trains were leaving and arriving at the Sussex Street station in Ottawa. However, the bridge over the Rideau River was not opened until some time early in 1855 and a temporary station was used, "probably at Montreal Road", reports Mr. Churcher.

The Bytown and Prescott railway was chartered on May 10, 1850 and five years later to the day, the line was officially opened. The name was changed to the Ottawa and Prescott later that year.

*Legend has it that the association of trains with Christmas was largely due to that first regularly scheduled train on December 25, 1830. The sense of mystery of this new mode of transportation was a good fit with the magic and splendor of Christmas.*

For more information on the first regularly scheduled passenger service, visit the U-S Library of Congress at <http://memory.loc.gov> . For more information on the Bytown and Prescott, visit: [www.railways.incanada.net](http://www.railways.incanada.net)



### *An annual holiday favourite, Tourtier*

*(using your own pastry recipe)*

- 1 lb lean or extra lean minced beef and 1 lb minced pork
- 1 cup water
- 1 onion
- 1 clove garlic
- 1 tsp. salt
- 1/4 teaspoon pepper
- 1/2 tsp. nutmeg
- dash of mace, cayenne, allspice, mustard
- 1/4 tsp. celery salt
- pastry using about 3 cups flour (Note: Use your own pastry recipe making enough to line 2-8" pie plates or 8 individual pie tins with enough left over for a top crust)

Place meat in a saucepan with finely minced onion, seasonings and water; cover and simmer until the meat is cooked. Add water if necessary as the meat cooks.

The mixture when finishing should be thick.

Prepare the pastry; line 2-8" pie plates or 8 individual pie tins. Fill with the meat mixture; add a top crust, cut to let the steam escape.

Bake at 425 degrees F. for 40 minutes.

These pies are usually wrapped and frozen (in the past stored outdoors when weather is below freezing) until needed. They are heated at 350 degrees for about 30 minutes and are served hot with chili sauce or ketchup.

# INCIDENTS & ACCIDENTS

Through November, 2007



	Nov 2007	FIN 2006	FIN 2005	FIN 2004	FIN 2003	FIN 2002	FIN 2001		NOV 2007	TOT 2006	TOT 2005	TOT 2004	TOT 2003	TOT 2002	TOT 2001
Main Track Accidents*	2	0	4	0	2	0	1								
Non-Main Track Accidents*	7	13	10	9	11	6	8	Human Factor	2	2	4	3	5	3	4
								Ice & Snow	0	1	0	0	0	1	1
Crossing Accidents	4	1	1	2	2	4	2	Track Conditions	3	4	1	1	0	1	1
								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
								3rd Party	2	5	5	5	6	1	1
Employee Injuries*	2	1	3	2	5	8	0	Other	0	0	0	0	0	0	0
									7	13	10	9	11	6	8
Cardinal Rule Violations	0	0	1	0	0	0	2								
Hyrail Accidents	1	0	0	1	0	0	0								
Vehicule Accidents	1	1	1	1	1	0	1								
<b>TOTAL</b>	<b>17</b>	<b>16</b>	<b>20</b>	<b>15</b>	<b>21</b>	<b>19</b>	<b>19</b>								
Other	8	7	8	20	13	12	0								



"Steele Rail" returns  
next month



Photo © Ian McCord, 2007

OCR's Ben Beauchamp and crew attack Ottawa's record December 16th snowfall. Some 37 centimetres fell on the Capital over an 18-hour period.



# Performance Indicators

November, 2007



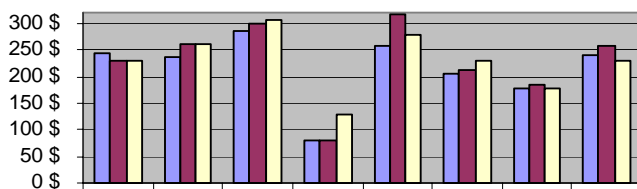
## Our Mission:

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:

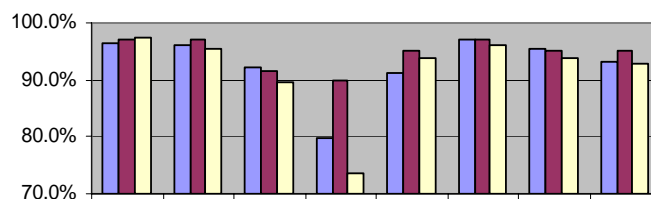
To make a significant contribution to our customer's commercial success by providing safe, efficient and cost-effective transportation logistics services.

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



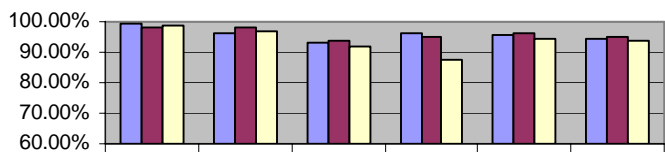
Cum 2007	243 \$	236 \$	285 \$	81 \$	259 \$	205 \$	178 \$	240 \$
Obj 2007	230 \$	260 \$	300 \$	80 \$	315 \$	213 \$	185 \$	259 \$
2006	229 \$	262 \$	306 \$	128 \$	279 \$	228 \$	178 \$	229 \$

### Attendance



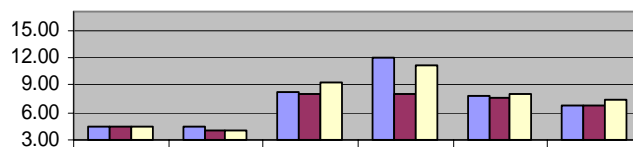
Cum 2007	96.3%	96.2%	92.2%	79.7%	91.1%	97.0%	95.3%	93.2%
Obj 2007	97.0%	97.0%	91.5%	90.0%	95.0%	97.0%	95.0%	95.0%
2006	97.4%	95.4%	89.5%	73.7%	93.8%	96.0%	93.9%	92.8%

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



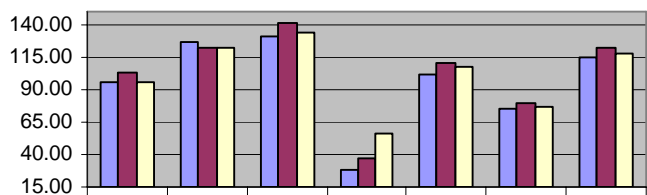
Cum 2007	99.30%	96.50%	92.90%	96.50%	95.60%	94.60%
Obj 2007	98.00%	98.00%	94.00%	95.00%	96.00%	95.00%
2006	99.00%	97.00%	92.00%	87.50%	94.50%	93.50%

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



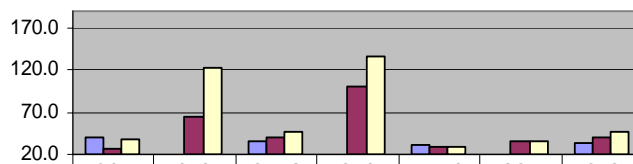
Cum 2007	4.39	4.47	8.32	11.95	7.75	6.76
Obj 2007	4.50	4.00	8.00	8.00	7.70	6.80
2006	4.46	4.12	9.35	11.07	7.98	7.40

### Fuel Consumption ( GTM/litre )



Cum 2007	95.85	125.81	130.26	27.60	102.09	75.37	114.21
Obj 2007	102.37	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	40.7	16.5	35.1	0.0	32.2	0.0	32.5
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



Continued from Page 2

### **Rail Puller Safety Procedures**

6. Remove all mill scale from area of clamps. Using a soft torch flame, clean and wire brush. ("Grind the area clean if needed")
7. **DO NOT** clamp on rail branding. (Raised Lettering). If unavoidable the branding on the web must be ground off. Care must be taken not to over grind or blue (over heat) the rail.
8. Rail clamp teeth must be cleaned (with wire brush) and inspected prior to each use.
9. While pulling: Make sure all employees stand away from the puller. Only the operator should stand along side of the puller.
10. While pulling the operator must watch the puller gauge to assure the unit does not exceed the tons of puller force for the capacity design of the puller.
11. If the rail is pulling hard, release the rail puller tension, and pull rail up again. (Additional anchors may need to be removed or heat applied to the rail).
12. **DO NOT** Remove or apply anchors while the rail puller is pulling.
13. **DO NOT** Strike any portion of the rail puller, or RAIL while the puller is pulling. Only tap the tie plates to permit the longitudinal force to equalize over the unanchored rail. No closer than 15' from either end of the puller. (On concrete tie areas, tapping the webb of the rail is permitted with a brass hammer only).

Continued on Page 7







## Continued from Page 6

### **Rail Puller Safety Procedures**

14. After the pull is completed and proper rail gap is achieved the puller must be locked and pressure valve closed. Following all of the manufactures instruction for the type of puller being used.
15. No anchors will be applied within 15' from either end of the puller.
16. Proceed with the desired application. Stay alert and attentive to your surroundings.
17. While thermite welding: It is recommended that alignment plates, "A" frames, or alignment jacks, be used for setting and adjusting your rail crown and alignment. **"Hitting Rail Alignment Wedges may cause the rail puller to slip"** "Stay Alert" Keep yourself clear of pinch points. No hitting the rail within 15' of either end of the puller.
18. Your feet must never be between the rail and the inside of the puller. Always stand or kneel to the outside of the puller while working.
19. DO NOT remove the rail puller until the weld has cooled below 700° F.
20. Follow manufactures instructions for the type of puller being used, to remove the puller from the rail.
21. Inspect, clean, and lubricate the puller as recommended.
22. Load and store in a safe secure manner. (Use a tag line)
23. This does not cover every aspect of the safe operation of the rail puller. Additional information can be obtained in the CN Track Welders Manual chapter 3 (May 2004 addition), CN On The Job Training Guide (2000 addition), Manufactures manuals, and videos.



The OCR Safety Rule returns in the next OCR Spareboard

**Make Every Day  
A Safe Day!**

Daniel A. Bjork, CN System Engineering,  
Sr. Manager, Track Services

## “Getting the Christmas Spirits”

Originally published in  
Canadian Pacific’s “Spanner”  
– Nov/Dec edition, 1965

OLD SCROOGE wasn’t the only curmudgeon to be mellowed by the gentle spirit of Christmas....

It’s a contagious spirit and even in the disciplined world of transportation, the atmosphere somehow seems to be relaxed during this time of year.

On planes, trains, and ships, holly wreaths and similar decorations are merely visual symbols of the season. More important and more significant is the warmth of feeling between passengers and crew members.

The passenger who finds himself rolling through the countryside aboard a train on Christmas Eve or Christmas Day need not feel alone. The stewards, porters, and train and engine service crews are also away from home, and are sympathetic companions.



Aboard “The Canadian” Photo:Shawn Smith

There was the dining car steward on Canadian Pacific’s western lines, so well remembered by British service men and women during World War II, and himself a veteran of the Great War, who used to wire his wife in Winnipeg to pick up gifts for returning service men to give to their wives and girl friends on their arrival home. Many times, more often than not, the gifts were nylon stockings, in short supply in England. He’d pick up the gifts en route to assure a happy homecoming for the warrior.

There were cakes too on his car, with candles on them for men and women of the services who, he discovered, were celebrating birthdays on the homeward journey. Every day seemed to be Christmas for Charlie Burningham, but when

Christmas did arrive, Charlie really let himself go and his friendly crew aided and abetted him with great enthusiasm.

Former bush pilots, some of who later went on to fly jets with Canadian Pacific Airlines, can tell of their many errands of mercy and neighbourly kindness performed when their ski-mounted monoplanes were the vital links between civilization and the outposts of the trappers, miners, and fishermen of the north. These pilots delivered the Christmas mails and the catalogues from which Christmas gifts, as well as household staples and supplies, were ordered from distant cities. Frequently, with their coverall pockets jammed with written reminders, they served as personal shoppers and did many errands for the people along their routes, particularly during the Yuletide season.

And as legend has it, it was along about Christmas time that a grizzled old bush pilot performed an act of rescue for the crew of another small plane grounded in the remote tundra. Bush pilots being a pragmatic lot, he dropped a few bottles of rum – it being winter and all that. The bottles, well-wrapped landed safely. A few hours later he was back, circling overhead to drop another bundle. His grounded buddies rushed to it, opened it, and took out a note. The note read: “Is the rum holding out? !”.

Train crews at this time of year are mindful of the maintenance of way men and their families, and regularly carryout personal shopping for the occupants of the section houses along the track. Superintendents on their rounds of inspection seek out employees in stations, freight sheds, shops, and offices, and at least one of the them can boast that he has never missed a “Merry Christmas” for every one of his employees on duty since his first official appointment.



Photo via Shawn Smith per Canadian Pacific  
Corporate Archives

And so it goes, the spirit of Christmas lighting up the hangars and tarmacs, the ramps, gangways, and crew quarters, the galleys, hotel kitchens, offices, shops, stations and freight sheds of the great Canadian Pacific transportation system, with its people circling the globe.

Particularly, it seems thoughts are turned to those in faraway places.

**Continued on Page 9**



## ATV owners may qualify for tax refund

Ontario's Ministry of Revenue has informed the Insurance Brokers Association of Ontario (IBAO) that all-terrain (ATV) owners might be eligible for a tax refund based on the classification under which they may have insured their vehicles.

Prompted by an IBAO request, the ministry's recent ruling resolves an issue about the amount of taxes ATV owners owe, which in turn is based on whether ATVs are required to be insured under the Compulsory Automobile Insurance Act (CAIA) or the Off-Road Vehicles Act (ORVA).

ATVs insured under the CAIA had their retail sales taxes phased out gradually between 2000 and 2004, whereas those insured under ORVA are subject to a higher and continuing tax rate of 8%.

In a letter to Ontario's brokers, the ministry said in situations in which "ATVs are authorized under the ORVA to be driven beyond one's own property, there is a requirement for these ATVs to be insured under the CAIA, whether driven on trails, roads or on parts of certain highways in accordance with Reg. 316/03 of the [Highway Traffic Act, which comes under the CAIA].

"RST [retail sales tax] is therefore payable on the insurance premiums based on the declining tax rates [as phased out in 2000-04]."

The ministry thus concluded some consumers might be eligible for tax refunds depending on their ATV usage pattern and policy.

IBAO said it wanted to make sure Ontarians were treated fairly when it comes to premiums and taxes, and hence the request for the ruling.

"We encourage those people who may be eligible [for a tax refund] to contact their local insurance broker," IBAO CEO Randy Carroll said in a press release. "Their IBAO broker will then help them apply for this refund, if applicable to them."

Reprinted from "Daily News Monday, December 17, 2007" by Canadian Underwriter.ca, Canada's Insurance and Risk Magazine.

Visit: [www.canadianunderwriter.ca](http://www.canadianunderwriter.ca)

## Continued from Page 8 "Getting The Christmas Spirits"

This sentiment, incidentally, may have had its genesis in the early beleaguered days of construction when a close-knit dedicated group of financiers in Montreal depended for their lives and futures on the efforts and performance of the engineers and navvies who were pushing through the railway along the inhospitable north shore of Lake Superior.

Jackfish Bay, at the best of times, is not likely to be confused with the Bahamas, and it was no more salubrious during the winter of 1883 when a little band of storekeepers and watchman guarded their company stores against marauding wolves, bears, and any locals sufficiently indiscreet as to venture out in such frightful weather.

These supplies had been moved in during the previous navigation season to be held against the start of construction the following spring. Unlike other Canadian transcontinental railways built later, supplied could not be moved conveniently west over the Canadian Pacific. This was the Canadian Pacific!

Far-away, but not forgotten by the high-ranking men in Montreal who were fashioning a mighty project to unite the scattered provinces and achieve the dream of Confederation, the little outpost at Jackfish Bay was catered to. The requisition for supplies to cover the Christmas season was therefore drawn up with great care.

The Jackfish Bay group had various thoughts about appropriate goodies for the season. Some one, a homesick Englishman no doubt, had thoughts of plum puddings. Plum puddings, it was remembered are meant to be drenched in brandy and set alight at the appropriate moment during the festivities.

The "committee" gave this order their blessing. Down the requisition sheet went an order of five plum puddings and five bottles of brandy. After due consideration, it was decided where the brandy was concerned to specify Hennessy, as this somewhat Irish appellation was likely to stir the sympathy of the yet-unknighthed general purchasing agent for the CPR, Thomas Shaughnessy.

It was sometime later that an unknown member of the group, either in a fit of sheer depravity or from a cynical conviction that items on the requisition sheets are invariably halved or quartered by vigilant purchasing agents, decided to resort to barefaced forgery. Since the requisition form passed in any case through his hands on its normal flight to Montreal, a convenient 850 miles away, this particular member of the Jackfish Bay staff saw no harm in affixing a solemn, round zero behind the five (5) bottles of Brandy. His clerkly hand was better than a fair imitation of the storekeeper's.

Somewhat later in Montreal, a beleaguered Thomas Shaughnessy, staving off impetuous creditors and disconsolately surveying a growing mound of bills, picked up the communiqué from Jackfish Bay.

"Fifty bottles of Hennessy!" Shaughnessy roared, almost swallowing his cigar. "Preposterous. Send them 25!"

Article courtesy of Shawn Smith,  
Senior Associate, Canadian Heartland Training Railway

# The Spareboard

## The Corner Office by James Allen

Revenues for the month of November of \$759K were \$24K higher than Budget while Expenses were 41K greater than Plan driven by higher fuel costs, track spending and exchange losses.

We remain ahead in most categories of the Performance Indicators with the exception of Train Accidents and this is truly disappointing.

Nonetheless OCR Net Income remains ahead of Budget and 2006.

I want to thank once again Rebecca for all her work in organizing our Christmas Party. We had a great turnout and everyone was "groovin"!

I want to take this opportunity to thank everyone for their contributions and support in 2007.

OCR will end the year achieving its highest sales level in its history and by the time all the expenditures are counted I expect our Net Income to be the 2nd or 3rd largest in our history! Truly a remarkable year.

Enjoy the Christmas season with your families and I look forward to TEAM OCR setting even higher marks in 2008....our 10th year in business.

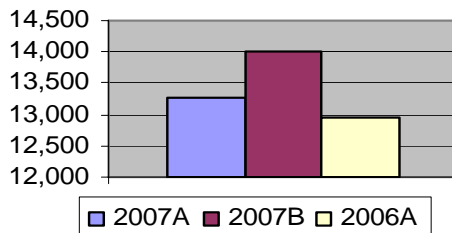
Please remember to make every day a safe day.

## Performance Indicators

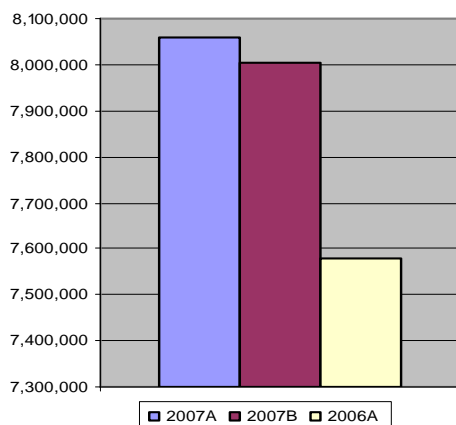
November, 2007



Number Of Cars



Revenues in \$



## "IN BOX" Top Pick



SUBJECT: Boxing Day Special



### Happy Birthday

Richard Myre  
Kevin McRae  
Mike Downey  
Marc-Andre Gagnon

### Happy Anniversary

James Allen - 9 Years  
George Brohart - 9 Years  
Vincent Mayhew - 9 Years  
Pat Robinson - 9 Years

Lavern Brohart - 4 Years

Mike Downey - 3 Years  
Phil Perrier - 3 Years  
Jamie Campbell - 3 Years  
Shawn Kelly - 3 Years  
Marc-Andre Gagnon - 3 Years

*Congratulations  
from all your friends at OCR!*

**Make Every Day  
A Safe Day!**

## The Spareboard

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Ottawa Central Railway,  
3141 Albion Road South, Ottawa, ON  
K1V 8Y3  
Phone: 613-260-9669

James Allen, General Manager  
613-298-9391  
Email: [james.allen@cfqc.com](mailto:james.allen@cfqc.com)

Story ideas and/or general  
comments,  
Please contact: Dave Watts  
mailto: [dw-dohn@hotmail.com](mailto:dw-dohn@hotmail.com)