



a **Cold**  
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**Steele Rail**  
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## CFQ among 4 short-line partners recognized by CN

CN honoured four of its short-line railway partners at its 2006 Annual Shortline Conference in Montreal. *Chemin de fer du Quebec* was recognized for best overall reporting performance.

Ed Harris, CN executive vice-president, Operations, said: "Accurate, timely reporting of the location and status of freight cars by our short-line partners to CN and the Association of American Railroads is critically important to CN's precision railroading model and our shared customers.

Other winners include: *St. Lawrence & Atlantic Railroad* of Auburn, Me., and Richmond, Que., for top consistent reporting performance; the *Iowa, Chicago & Eastern Railroad Corp.* of Sioux Falls, S.D., for top consistent reporting performance, and the *Tomahawk Railway of Tomahawk, Wis.*, for most improved reporting performance.

"With solid information in hand, CN and its short-line partners can execute their operating plans efficiently and on time. This information is also vital to customers who need to track the progress of their shipments across the railway network.

"We value our short-line connections, whose local managements, operational flexibility and customer focus have preserved and expanded rail service in many areas of eastern and western Canada and the We are proud to recognize the 2006 reporting awards winners and hope their success proves an inspiration for all our short-line

### Full turnout for OCR Christmas Party!

Instructor Don Steele (L) and OCR's Luc Larose drop down the cash at one of the Black Jack tables at the 8<sup>th</sup> OCR Christmas Party, November 25 at the Embassy West Hotel. Party bucks were redeemed for chances at party prizes.

More pictures in the next *Spareboard*!

Photo: Dave Watts



partners."

CN connects with more than 75 shortlines, which originate or terminate almost 25 per cent of CN's business.

(CN/CCN Matthews/RAC)

## Dates announced for 2007 Rail Safety Week

**OCR's 5<sup>th</sup> Safety Expo and Open House set for April 27, 28**

By Dave Watts

The Railway Association of Canada has announced the dates of April 23 to 29, 2007, as Railway Safety Week in Canada.

A number of events are planned across the country to help create general awareness to rail safety issues.

To help close out Rail Safety Week, OCR will present the 5<sup>th</sup> Annual Safety Expo and Open House. The CCPA's Louis Laferrière has confirmed Operation Lifesaver and the OLEV will be on hand.

See Safety Expo Page 2

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## backtrack

By Dave Watts

### THE BILLINGS SHELTER (Sussex St Sub – Ottawa)

With heavy reliance on rail service to move people, the 'station' in days past was often a preferred meeting place. Stations came in all sizes!

Nothing more than a covered 'platform', Ottawa's Billings station on the old Sussex Street sub had a long history. Known originally as Exhibition Landing, the first station was erected in 1875 by the St. Lawrence and Ottawa Railway and serviced passengers arriving and departing the Ottawa Exhibition. A siding was constructed to unload livestock and freight for the Fair. Virtually all trains stopped at Billings.

The platform was located at mile 2.1 Sussex Street sub on the north-east corner of the original Billings Avenue grade crossing.

Into the mid-twentieth century, fewer trains stopped. By the late 1950s, as the platform had fallen into abandonment and ultimate disrepair, the CPR was authorized to remove it in 1961. Five years later, this portion of the Sussex Street sub was itself abandoned.



City of Ottawa Archives CA-0507

Courtesy Colin Churcher, the above photo of the Billings shelter looks north-east. Residential street Rodney Crescent is in the background. Visit: [www.railways.incanada.net](http://www.railways.incanada.net)

### OCR Safety Expo from page 1

The TransCAER interactive tank car is also a popular draw.

Although final details have yet to be confirmed, the two-day event will focus on information and training updates for Ottawa's Emergency Response personnel followed by an Open House the next day.

"The Open House has always been a popular draw," says OCR General Manager James Allen. "Making the public aware of dangers in and around rail equipment and right-of-ways is just one more way of putting safety first overall."

### TransCAER Initiatives in 2007, ...so far!

(Including classroom and hands-on display)

- April 14** – Guelph ON. (Goderich Exeter Railway)
- April 15** – Shakespeare ON, Goderich Exeter Railway)
- April 27** – Emergency Response Training, Ottawa (OCR)
- April 28** – Safety Expo and Open House, Ottawa (OCR)
- May 8-12** – London, Ontario

*More dates and initiatives forthcoming*

OCR's Safety Expo and Open House is a huge hit with the public. Every year, thousands drop by to learn about rail safety issues, view displays and take a cab ride.

Visitors are also invited to make a free-will donation for a charity. The 2007 Open House is slated for April 28.

Photo:  
Dave Watts



## OCR Safety Rule!

Wayne Brohart chose CROR Rule 119 as the "Safety Rule of the Month"

### CROR 119.

- a) When not being used to transmit or receive a communication, mobile radio receivers (and portable receivers when practicable) must be set to the appropriate standby channel and at a volume which will ensure continuous monitoring.
- b) The volume of a radio receiver should be kept at a level which will avoid annoyance to the public in passenger cars and station facilities.



\* An OCR employee is picked at random each month to select a "Safety Rule".

OCR's Wayne Brohart





## Rule of the month December 2006

### 114. FOULING OTHER TRACKS

- Equipment must not be moved foul of another track unless the movement is properly protected.
- Equipment must not be left foul of a connecting track unless the switch is left lined for the track upon which such equipment is standing.

## Cold or Flu?

### Helping you know the difference!

With the cold and flu season upon us, knowing the difference can help in the hapless fight to get rid of it!

The best medicine for both cold and flu is to drink lots of fluids and get plenty of rest.

Natural remedies are proving increasingly popular. The following is provided and intended as a basic reference. For complete information, consult your doctor or pharmacist.

Watch for flu shot clinics in your area. Vaccine supplies were delayed during the fall months thus delaying the debut of the clinics.

One early clinic will be held on Saturday, December 2 from 9:30 AM to 5PM at the Glebe Community Centre, 175 Third Avenue, but there are numerous clinics planned. Flu Shot Clinic information can be found by calling the City of Ottawa at 613-580-2424, visiting [www.ottawa.ca](http://www.ottawa.ca) or simply call your doctor.

See page 5 - Cold or Flu?

## FEATURE REPORT

### AN OCR Safety Audit was conducted during the week of Oct 31, 2006

By Fern Essiembre

On Monday evening train 440 was observed between Ottawa and Coteau. Radars were done at different locations and all was in order. Switching was monitored at Coteau, push-pull, handbrakes and public crossing at grade were protected according to rules. Rule 564 authority was issued and all was done according to rules.

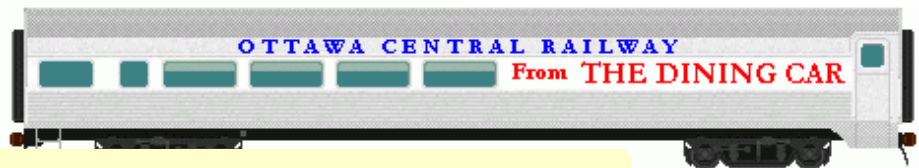
On Tuesday October 31<sup>st</sup> train 529 and 531 were observed switching at Portage Du Fort and all was done according to Rules.

Cars were checked in the Portage yard after train crew left and all handbrakes, switches and derail were applied according to rules. The only exception was that the handbrakes on one track were not applied consecutively.

The two handbrakes applied were separated by one car.

The yard at Smurfit Stone was also visited. A risk analysis was done on the tracks that store dangerous goods.

See Feature Report  
Page 9



### Magnificent Mouthwatering Muffins!

- ¾ cup of oil
- 2 ½ cups of white sugar
- 3 eggs
- 3 cups of "All Bran"
- 3 cups of sour milk (make with 2 ¾ cups of milk and ¼ cup of white vinegar, and stir with a spoon, then combine with other ingredients as noted below)
- 4 cups of "All Purpose" flour
- 1 teaspoon of salt
- 2 teaspoons of baking powder
- 1 cup of raisins or blueberries (Optional)
- 1 tablespoon of soda
- ½ cup of boiling water

Combine all ingredients (leaving the boiling water until last) in a large mixing bowl and mix until all the ingredients have been blended in. Then, add the ½ cup of boiling water. Stir the mixture again and cover the bowl (saran wrap is a good idea) and place the bowl in the fridge for 24 hours or so.

Then, spoon out the mixture into regular paper muffin cups and into the muffin pan and place in the oven (pre-heated to 400 degrees F). Muffins should be ready to remove from the oven in 15 to 20 minutes. Test to ensure they are cooked inside by sticking a toothpick into each one. If, when you pull the toothpick out and it looks dry, they are ready to take out of the oven and to enjoy!

The remaining uncooked mixture will stay good, in the fridge (covered) for up to a month!!



Health Capsule  
November, 2006

## Going back to work soon?

Returning to work after an extended absence isn't always easy. In fact, it is often highly stressful for those who must face this situation. Indeed, getting back into the swing of work life is a little like getting back to the gym after having been away for a while: the longer it's been, the tougher it is. That's why SSQ would like to offer some helpful tips on to how to make returning to work as smooth as possible.

### Prepare your return to work

- Set goals to be achieved once you are back at work (renewing ties with colleagues, meeting with the boss, etc.).
- Plan to meet with your boss a few days before returning to discuss how you are feeling and to share any apprehensions you may have about returning to work. This may result in your boss being able to adjust certain job functions to help make your return to work as smooth as possible.
- Ask about any changes that may have occurred during your absence; this will ensure you are better prepared for the situation you are stepping back into.

### Engage proactively in your return to work

- Simply try to do your job to the best of your ability and don't overextend yourself.
- Take the time to exchange ideas and talk with work colleagues, even if this may not come naturally to you. Take a genuine interest in them and perhaps even try to build bridges where appropriate.

- Gradually re-familiarize yourself with your job functions and mandates.
- Regain your place and assume your work responsibilities. This is the surest way to win back the trust and confidence of your boss.

### Take steps to ensure your return to work lasts

- Don't fall into the same old traps of your former work habits. Implement the changes you have determined are important for you to maintain a healthy lifestyle.
- Trust your intuition and listen to what your body is telling you when you are not feeling well.
- Don't worry about what others may think or accord undue importance to criticism.
- Avoid spending time with people who question your actions and are negative. Instead, keep company with people you feel comfortable with and who give you positive feedback.
- Focus on your goals and ask for help when you need it. Just because you're back at work doesn't mean you can't benefit from a little support from time to time.

Know your limits, respect your limits and recognize when they are being overstretched: this is the key to maintaining your good health and well-being once you are back at work.

Welcome back!

Health Capsule from SSQ appears regularly in "The Spareboard"

Health InSight

SSQ Financial Group

[www.healthinsightsolutions.ssq.ca](http://www.healthinsightsolutions.ssq.ca)

**HAPPY BIRTHDAY!**  
**(December)**

**George Brohart**  
**Lavern Brohart**  
**Phil Perrier**  
**Devon Moore**

**HAPPY ANNIVERSARY!**

**8 Years -**

**Serge Beauchamp**  
**Angele Brisson**  
**Wayne Brohart**  
**Luc Larose**  
**Mike Ritarose**  
**Claude Talbot**  
**Cyril Wolfe**  
**6 Years -**  
**Richard Myre**

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

### Fun With Words

**For those who love the  
philosophy of hypocrisy and  
ambiguity...**

1. Don't sweat the petty things and don't pet the sweaty things.
2. One tequila, two tequila, three tequila, floor.
3. Atheism is a non-prophet organization.
4. If man evolved from monkeys and apes, why do we still have monkeys and apes?
5. The main reason Santa is so jolly is because he knows where all the bad girls live.
6. If a parsley farmer is sued, can they garnish his wages?

## Ottawa Central Railway 2006 Incidents/Accidents through October



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

### A cold or is it flu? – Know the difference!

Information courtesy Amanda Blazevec, Pharmacist,  
Glebe Pharmasave Apothecary

#### Symptom

#### Common Cold

#### Flu

**Onset**  
**Headache**  
**Fever**

Gradual  
Mile, Uncommon  
Less Common

More abrupt  
Common  
Common, 37.7-40° C (100-104F)

**Muscle Aches**  
**Malaise**  
**Fatigue**  
**Low Appetite**  
**Nasal Congestion**  
**Sneezing**  
**Coughing**  
**Sore throat**

Less Common  
Less Common  
Mild; shorter duration  
Uncommon  
Common  
More Common  
Can happen  
Can happen

Common  
Severe  
Common and lasts longer  
Common  
Less Common  
Occasional  
Can happen  
Can happen

### COLD OR FLU?

*Fighting back naturally!*

#### GINSENG

Evidence suggests that ginseng can decrease the likelihood of developing upper respiratory illness during the cold and flu season. It may also decrease severity of symptoms and speed up recovery if you get sick.

#### ECHINACEA

Taking some Echinacea preparations seems to modestly reduce symptom severity and duration, possibly by about 10% to 30%. It seems to be most effective if started when symptoms are first noticed and continued for 7-10 days

#### GOLDENSEAL

Goldenseal contains various alkaloid chemicals that have possible antibacterial or antifungal activity. It also contains berberine, which has many actions. It's thought to have antibacterial, antihypertensive (lowering blood pressure), liver cleansing, anti-inflammatory and gastric acid reducing properties.

*It is always recommended you consult your doctor or pharmacist before using any herbal or natural products.*

## Performance Indicators



October, 2006

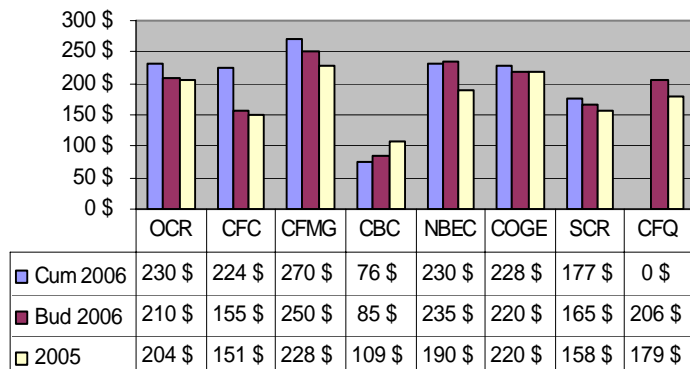
### Our Mission:

Grow profitably while becoming our customer's preferred supplier of transportation logistics services to help them meet the needs of their own customers.

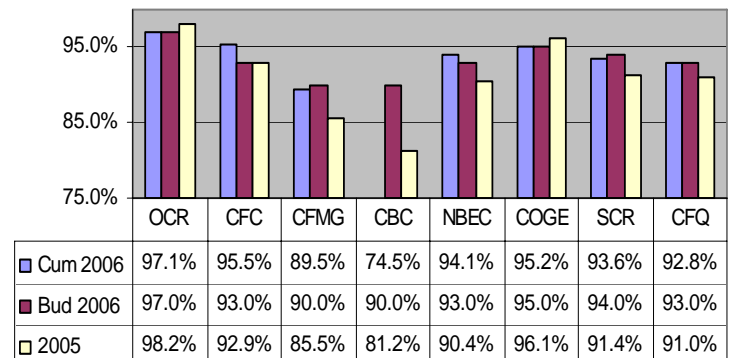
### Basis of the Mission:

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

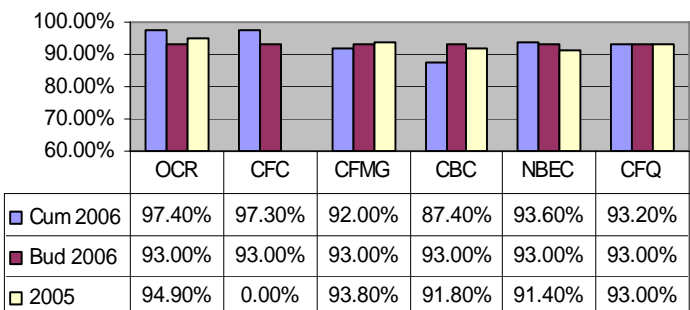
#### Actual Freight revenues/employee ( 000 \$ )



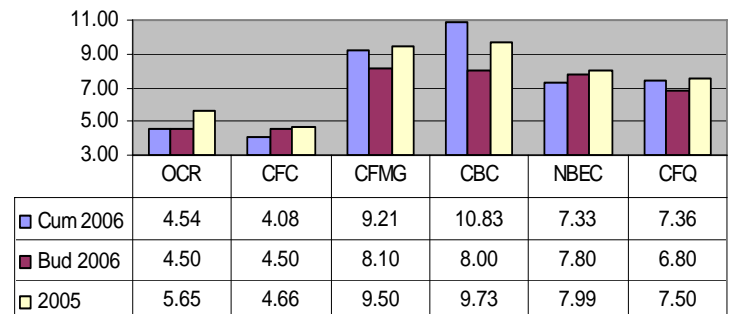
#### Attendance



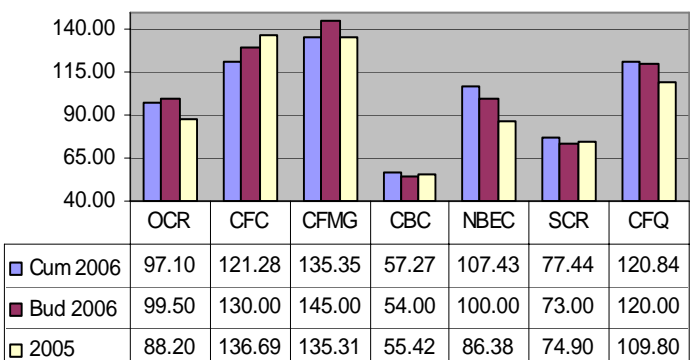
#### Weekly Car Placements ( % Placed / Garanteed )



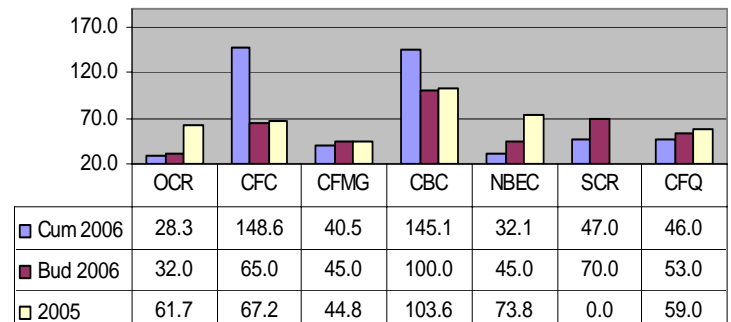
#### Car cycle ( Days ( empty-load ) )



#### Fuel Consumption ( GTM/litre )



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





## RANDOM OBSERVATIONS OCR

A regular Spareboard Feature prepared by  
Serge Beauchamp (Engineering) (left)  
and Luc Larose, Transportation (Pages 7,8,9,10)



### ENGINEERING

#### Monthly Observations per employee 2006 – Track Department

Track employees	Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Total YTD
Benoit Beauchamps	1	1	1	1	1	1	1	1	1	1	10
Serge Beauchamp											0
Georges Brohart	1	1	1	1	1	2	1	1	1	1	11
Lavern Brohart	1	1	1	1	1	1	1	1	1	1	10
Wayne Brohart	1	1	1	1	1	1	1		1	1	9
Sean Gill		1	1	1	1	2	1	1	1	1	10
Vincent Mayhew			1	1	1	2	1	1	1	1	9
Richard Myre		1	1	1	1	2	1	1	1	1	10
Cyril Wolfe	1	1	1	1	1	2	1	1	1	1	11
Contrator	5			6	2	9	5	1		5	33
X-Rail	3	1	1	1	1	1		5	1	1	15
Patrick Beauchamp									1	1	2
Monthly Totals	13	8	9	15	11	23	13	13	10	15	130

## Steele Rail

Don Steele



### A test missed can have fatal consequences

I first met Ron Beck at a Rules class in Halifax in 1987. A conductor working the rails between Moncton and Halifax, I came to know him as a passionate and experienced railroader.

He and his brother Larry, also a conductor out of Halifax would often call into the Rules office in Moncton to say hello and catch up with any news or share a laugh.

I came to have a lot of respect for his in-depth knowledge of rules and procedures. He knew the rule book and he knew how to apply his knowledge.

Often when he came in with a rules question, it often meant I would have to call my boss to get an answer for him, such was his knowledge. I considered him to be one of the best conductors working out of Halifax.

In late 2004, Ron Beck left Halifax on a freight train bound for Moncton. It was a daylight run on a nice Sunday morning. It was to be Ron's last trip. Ron lost his life when he was pinned between two freight cars while attempting to set-off a disabled railcar from his train. No one really knows what happened that day and we can only speculate on what could have happened. Knowing Ron, I'm sure he would have wanted us to learn anything we could from his personal tragedy.

See Steele Rail on page 8

## OCR Supports Pharmasave Bowlathon Fundraiser

OCR congratulates Ontario Pharmasave stores for raising over \$22,000 in the October 22<sup>nd</sup> bowlathon to assist the Shirley E. Greenberg Women's Health Centre, Ottawa Hospital.

Dozens of teams competed for fabulous prizes. OCR was a participating sponsor.

## 3<sup>rd</sup> Annual Bowl • A • Thon

Presented by

**PHARMASAVE**

Thank You for your Support

In support of

Shirley E. Greenberg Women's Health Centre  
(Ottawa Hospital)

The Pharmasave Stores of Eastern Ontario recently sponsored a fundraising Bowlathon in support of the Shirley E. Greenberg Women's Health Centre, Ottawa Hospital. What an outstanding success with proceeds of over \$22,000! More than 100 bowlers participated in a fun-filled afternoon of rock 'n bowl to help raise these funds and have a "ball"!

The success of this fundraiser would not have been possible without your support. We continue to be amazed and thrilled at the generous support, both in dollars and prizes, which were donated on behalf of this worthwhile cause. We look forward to continuing our fundraising efforts for this vital community facility in the future.

Our Sincerest Thanks,  
Pharmasave Fundraising Committee  
(On behalf of the Pharmasave Stores of Eastern Ontario)



Business Development Bank • BKL Design • Boiron • Carlton Cards  
Great West Life • Heel Canada • Jacques Robert • Kohl & Frisch  
New York New York Hair Design • Pierre Fabre • Purity Life  
Royal LePage Gale Real Estate • Starbucks • Sunstar • Trojan/A 535 Patches  
Alcatel • Back In Balance Chiropractic • Beddingtons • Coca-Cola  
Don Cherry's • Effem Foods • Green Beaver Co. • Jamieson • The Keg  
Kitchenalia • Lindt & Spungli • Neo-Strata • Nestle  
Ottawa Central Railway • Pot O'Gold Stables • Proctor & Gamble  
Revlon • Rick Ayotte Sales • Rogers • Scotiabank



In the above photo, The BEAR FM's Brad Dryden and Westboro Pharmasave's Melissa Hillary ham it up with the Pharmasave BeeWell Bee.

## OCR OBSERVATIONS NON-COMPLIANCE ENGINEERING Track Department

Subject (rules)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	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
Deraills (CROR 104.5)											0
Inspecting passing trains (CROR 110)											0
Radio terms (CROR 120)	1										1
Positive identification (CROR 121)	1					2					3
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						3	4
others											
Safety watch											
<b>TOTAL Non-compliance</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>8</b>
<b>TOTAL Observations</b>	<b>13</b>	<b>8</b>	<b>9</b>	<b>15</b>	<b>11</b>	<b>18</b>	<b>13</b>	<b>13</b>	<b>10</b>	<b>15</b>	<b>125</b>
<b>% Non-compliance</b>	<b>15%</b>	<b>0%</b>	<b>0%</b>	<b>7%</b>	<b>0%</b>	<b>11%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>3%</b>	<b>6%</b>

### Steele Rail from Page 7

He would not want any other family to go through what his family has gone through. Ron was approaching his retirement and the last time I talked to him, he was talking about his upcoming retirement, his children and

grandchildren. He was an avid outdoorsman, always talking about his passion for the outdoors.

On the fateful day, Ron walked back his train to find the cause of the emergency brake application and found a car with a broken brake pipe

that could not be repaired. This meant he would have to set the car off at the next siding quite a distance away.

**Steele Rail continues on page 11**



## TRANSPORTATION MONTHLY OBSERVATIONS PER EMPLOYEE FOR 2006

Employee	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Total YTD
Belliveau P											0
Brisson A	43	23	19	11	22	14	5	2	11	11	161
Campbell B	17	6	10		15	9		9	5	4	75
Campbell Jamie	17	12	4	6		24		5	3	3	74
Campbell John						32	5	11	9	3	60
Gagnon MA	7	7	6	6	22	14		10	12	13	97
Houle, M	32	33	7	13	4	36	6	20	9	9	169
Kelly S	45	36	8	3	15	17		20	11	6	161
Krasilycz J	9	2	35	4	11	14	5	6	25	12	123
Laing J		25		2	4	27		10	13	12	93
Martin R	4		13	4							21
McRae B	4	12		7	7	15		3	32	4	84
McRea K						10		6			16
Perrier P	4	3	10		3	4	9	3			36
Proulx N											0
Ritarose M	26	33	8	7	15	9		21	4	7	130
Robinson P	18	13	22	14			5		3	3	78
Seguin B	16	22	5	5	3	4	9	3	2		69
Talbot C	23	12	4	10	4	36	6	25	14	13	147
Trempe, R	18	13	22	23	7	24		3	12	4	126
											0
TRACK											0
RIDEAU BULK				1	1			2			4
CONTRACTOR	1										1
3rd PARTY											0
Totals	284	252	173	116	133	289	50	159	165	104	1725

### FEATURE REPORT

#### OCR Safety Audit from Page 1

Derails will be required to protect Dangerous good cars containing chlorine at the customer's trackage. Other Dangerous good cars must be lined and locked away from the spur track going down towards our main track if derails are not provided. A letter has been formulated for presentation to Smurfit Stone in order to ensure compliance immediately.

Train 520 was also observed

between Ivaco and Coteau and all was done according to Rules except one radio conversation at Coteau when employee used first name of other employee when returning back from RTC channel.

On Wednesday November 2nd train 529 was observed to Pembroke. We visited private customer trackage at Pemco Steele where a private contractor was fixing up the track of the customer. Contractor was protected under Rule 40.1.

We visited ATC panels after switching was completed to check

handbrakes outside and inside of the property and all handbrakes were applied in compliance with the rules.

We also visited Commonwealth Plywood where ditches are being dug in order to keep the mud from the track. This track is out of service on the DOB.

Cars left at the Interchange for OVR were also verified and handbrakes were applied properly.

Switching, radar speed and radio communication by train 529 was all done according to rules.

One negative thing that I noticed during the first two days is that train 532 that leaves Portage Du Fort ahead of train 530 from Pembroke request a work authority between Portage Du Fort and Begin/End of main track on the Beachburg sub.

Therefore when train 530 arrives at Portage Du Fort he has to protect against train 530 for the rest of the trip. The two trains are dispatching themselves between these two points. The RTC should be doing the controlling and not the two trains.

After discussion with Luc Larose previous instructions had been in place where train 532 would get a work authority to Pontiac in order to do his 60 mile inspection and then get a proceed from Pontiac to Begin/End of main track. Luc will re-issue the instructions. It is important to have the RTC control as much track as possible.

During the evening train 440 was observed between Ottawa and Coteau. Radars were conducted, handbrakes on cars left at Coteau were verified and switching procedures were done according to Rules. Train 539 was also observed working in Walkley yard and all was done according to Rules.

On Thursday train 537 in Ottawa was observed throughout the morning. We also looked at the switches, handbrake requirement and derails within the yard and all were found to be in order. The other team verified train 520 operating between Ivaco and Coteau and no abnormalities were noted. Radars were also done and train was also observed switching at Coteau.

See Safety Audit on Page 12

## OCR OBSERVATIONS NON-COMPLIANCE 2006

### TRANSPORTATION

Subject (rules)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	YTD
General Rule A											0
Switching by radio (CROR 12.2)											0
Engine bell (CROR 13)											0
Whistle (CROR 14)	1										1
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
Operatin bulletins, DOB, TGBO (CROR 83, 83.1)										2	2
Train location report (CROR 85.1)											0
Public crossings at grade (CROR 103)											0
Hand operated switches (CROR 104)											0
Derails (CROR 104.5)			1								1
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			1	1	1			1			4
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	1					3
Push/Pull Test											0
Other											0
<b>TOTAL Non-compliance</b>	1	0	3	1	2	1	0	1	0	2	11
<b>TOTAL Observations</b>	21	16	17	16	16	20	6	25	16	30	183
<b>% Non-compliance</b>	5%	0%	18%	6%	13%	5%	0%	4%	0%	7%	6%

## The Corner Office by James Allen

Revenues were soft in the month of October resulting in a year-to-date shortfall of \$610K. Operating expenses are \$558K less than Budget leaving a \$52K shortfall in Operating Income.

### November Ultrasound and Geometry test results encouraging

-----Original Message-----

From: Serge Beauchamp  
Sent: November 17, 2006 9:06 AM  
To: James Allen  
Subject: Testing Results

MOW employees have worked hard in 2006 to improve all tracks, we are now starting to see good results in our recent Ultrasound and Geometry tests in November 06.

The ultrasound test results in the fall of 05 was 20 defective rails over the Walkley Line and Beachburg Sub. and for November 06 was 8 defective over the same territory.

The Vankleek had 193 defective rail in the spring of 05 and 75 defects in the spring of 06. The Geometry test in the fall of 05 for the Beachburg Sub had 48 gauge spots to repair. The test performed on November 15th of 06 revealed only 3 small gauge spots that were repaired the next day.

Hard work pays off and everyone should be proud of what they accomplish. These are the best test results OCR has had in the 8 years of operations. Keep up the good work and stay safe.

OCR's  
Serge Beauchamp



This total includes \$101K in "unnecessary expenditures" stemming from the Maxville clean-up!

With two months to go I anticipate a pick-up in revenues but we must all do our part to keep expenses in check.

A good example of this is the recently received Workplace Safety & Insurance Board (WSIB) Statement rebate of \$3,624. OCR received this because our performance index improved over previous years. Less WSIB claims results in more dollars flowing back our way....and who says safety doesn't pay!

I was very pleased with the results of the recent Safety Audit. Our radio procedures have improved considerably! Well done. As for the letter from Fern regarding the installation of D\*Rails at Smurfit-Stone they have been advised, the equipment ordered and I expect them to be installed before the end of November. A reminder that winter is right around the corner bringing different working conditions.

Snow and ice make walking as well as driving hazardous and below zero temperatures can quickly freeze exposed flesh. Wear proper clothing and keep your eyes peeled for dangerous conditions.

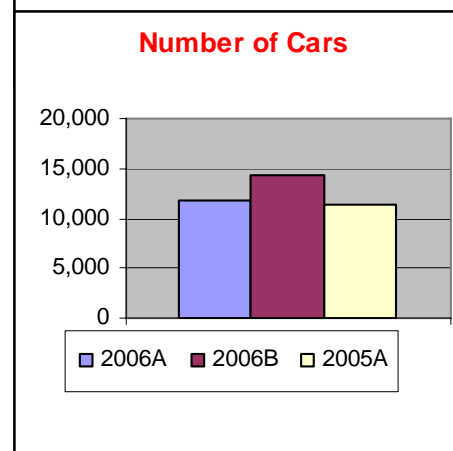
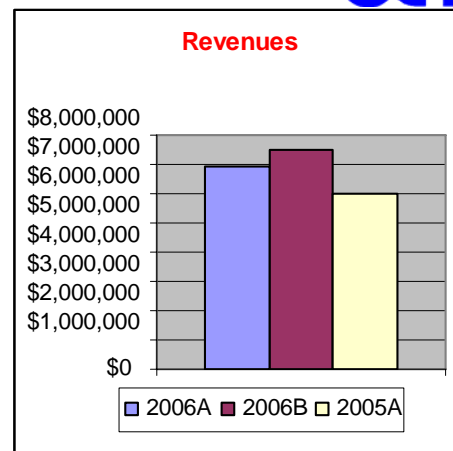
Be prepared.....expect the unexpected....be well rested and  
**MAKE EVERY DAY A SAFE DAY!**

#### Steele Rail from Page 8

Since he knew that he could possibly be delaying the passenger trains, it was decided to bleed off the cars from the defective car all the way to the rear of the train and ride the cars to the next siding. Upon arriving at the next siding, he applied 2

## Performance Indicators

October, 2006



handbrakes to hold the dozen cars he was leaving on the main track but both handbrakes appeared to have been defective. It also appeared that after lining the switch for the siding, Ron climbed on the end platform to apply a handbrake while he was pushing the defective car into the siding.

By doing so he did not see the rear of his train that had been left on the main track was moving toward him and in a collision similar to the OCR Maxville incident, Ron was crushed between two railcars. Again I would say that this is only speculation and no one really knows what happened on that fateful day.

**Steele Rail continues Page 12**

**OCR Safety Audit continued**

The audit team noted a good practice when engineering and train crew employees advised their work plans for the day.

Most of engineering personnel and all train crews were observed during their tour of duty.

Written authorities between train and engineering employees were all done according to rules.

In conclusion a major improvement has been made in radio communication throughout the territory.

We must ensure derails are placed on the customer's trackage containing chlorine, and tracks containing other Dangerous goods be protected accordingly. The law requires that chlorine cars be protected by derails and by placing such cars on the property we could also be held liable should something happen.

Monitoring of authorities issued between Portage Du Fort and Begin/End main track ends must be done to ensure the RTC controls as much track as possible. If the two trains are ready to leave Portage Du Fort at the same time then a work can be issued.

Congratulation must be given to the employees in regard to the improvement in the application of the rules especially on radio procedures. Safety is a continuous issue and we must keep working on it continuously.

CFQ's  
Fern Essiembre



*The audit was conducted by Fern Essiembre of CFQ, Luc Larose, Jerry Kelly, Serge Beauchamp and James Allen from Ottawa Central Railway.*

***The following letter was received by OCR following the October 31, 2006 Safety Audit***

November 9th 2006

Mr. James Allen  
General Manager OCR Railway  
Ottawa

A Quebec Railway Corporation safety audit was conducted on your Railway during the week of October 31st 2006.

Since OCR is a Federally Regulated Railway and now required to perform switching at Smurfit Stone I conducted an inspection on the property with the aid of Supervisor Luc Larose.

It has been noted that derails are not in place where Dangerous Good cars containing chlorine are placed for unloading on the property. The law requires that Dangerous good cars stored or placed for unloading on our property or at a customers property be secured with derails in order to avoid runaway. Other Dangerous cars must be lined away from the spur leading to the main track.

Now that we are doing switching at this location it is imperative that derails be placed on both ends of the tracks containing chlorine immediately.

Transport Canada will probably be visiting this plant on their next visit now that we perform switching at this location.

It is important to advise the customer that they could be subject to stop unloading until tracks are secured properly.

*J F Essiembre*

Coordinator Safety and Rules  
Quebec Railway Corporation

**Steele Rail from page 11**

The locomotive engineer on Ron's train lost radio contact with him and walked back to discover any railroader's worst nightmare. This tragic accident proves that it can happen to the best and most experienced railroaders.

There are two important rules to keep in mind when we look at this incident. First of all, when we apply handbrakes to equipment, we must perform a push-pull test on the handbrakes. It is also important to remember that we have to pass the test. We have to see that the handbrakes are actually working. Approximately 5% of handbrakes do not work or are ineffective. If there is no sign that the handbrakes are working then put more brakes on and test them. Secondly, do not apply or release handbrakes while being pushed or pulled by a locomotive. Stop first and then put the handbrakes on and test them.

I and many of Ron's co-workers miss him. He was a great person and was fun to be around. His wonderful family misses him even more!

As we approach the holiday season and enjoy our families please take some time to reflect on how important it is to arrive safe and in good health. Remember, the rules are in place to protect you. Respecting them will mean that we will be there to enjoy the holiday season for years to come. Until next time, happy holidays.

*- Don Steele*

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**The Spareboard**

Ottawa Central Railway