



**Andy Ash on  
Safety & Education**  
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**Steele Rail**  
By Don Steele  
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**Health InSight**

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**Tourtière and Christmas!**

**Umm good!**  
Page 3

## "...Sock it to me!"



Roy Murray (inset, left, top) and Jon O'Neil took advantage of the rental crane from Dulepka to install a new windsock at the Walkley Yards. The crane had been brought in to change out a traction motor on engine 1824. The above photo looks west into the cold October 11<sup>th</sup> drizzle.

Photos: OCR

## Royal Canadian Pacific lands world recognition

In an early September announcement, CPR's Royal Canadian Pacific received world-wide recognition. It was chosen the world's best luxury train service as determined by over 167,000 registered travel agents and travel professionals.

See RCP on Page 2

## VIA Rail to bring war vets and families to Ottawa

After the great success and popularity of its "Troop Train" in 2005, VIA Rail will once again be transporting war veterans and their families from Halifax to Ottawa in time to attend Remembrance Day ceremonies.

The Troop Train will leave Halifax on November 9 at 12:35pm and arrive in Ottawa the next day at 11:39 AM.

Musical entertainment from the World War II era will be offered on board.

VIA will also be running a special "War Bride Train" on November 6, 2006 in honour of the Year of the War Bride. VIA is encouraging war brides and their families to travel by train from Montréal to Halifax for a unique celebration of their arrival in this country.

Between 1942 and 1948, more than 40,000 war brides and 20,000 children came to Canada from Britain and Europe with many traveling to their new homes in Canada by train.

(CNW 060829)(RAC)

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## backtrack

By Dave Watts

### The Newfoundland Railway "The Newfie Bullet"

When the first train pulled out of St. John's on the evening of June 29, 1898, little did the operators of the Newfoundland Railway realize that they had witnessed the debut of a special train, and railway, that would be known world-wide!

That first Newfie Bullet was on its way; two baggage cars, two coaches, two sleepers and a single diner heading out on a 27 ½ hour journey to Port-aux-Basques.

The train's first passengers transferred to the S.S. Bruce for an overnight trip across the Cabot Strait to North Sydney, Nova Scotia.

The railway's narrow gauge of 3 feet, 6 inches held both positives and negatives. Initial construction costs were lower and the narrower ballast bed kept maintenance costs in check. Although tighter turns could be negotiated, the downside included slower overall speeds and increased potential for derailment.

The line served dozens of rural communities including Tickle Harbour, Come By Chance, Goobies, Taff Topsail, Kitty's Brook and more.

When the Newfoundland Railway became part of Canadian National Railways with confederation with Canada in 1949, incoming rolling stock from the mainland had to have bogies replaced at Port aux Basques to fit the narrow gauge.

After more than 70 years, and with passengers for the William Carson ferry on board, the final Bullet departed Port aux Basques for St. John's on July 2, 1969. Pulled by three diesel units, the train consisted

of a baggage car, four coaches, two diners and eight sleepers.

Passenger service had ended. Freight service continued for another nineteen years.

On June 20, 1988, it was announced that the Newfoundland Railway would end services September 1, 1988.

Virtually all rail has been lifted; some stations remain as historical sites.

*"Backtrack" is a regular feature of "The Spareboard"*

"This is world recognition of the exclusive train service provided by the Royal Canadian Pacific heritage fleet," said RCP director Mark Ramsay, who accepted the award.

"The award is the result of six years of effort by a dedicated team whose prime focus is on service excellence, professional staffing and guest satisfaction.

Their attention to detail is evident in the sophisticated elegance of our restored vintage carriages. This recognition confirms us as world leaders in tourism and hospitality."

The award was presented at the 2006 "World Travel Awards" in the Turks and Caicos Islands.

(CPR News Release)(RAC)

RCP from page 1

### Fierce competition for the award

The RCP claimed the award amid stiff competition with five other luxury train services: *The Blue Train* (South Africa), *The Eastern & Oriental Express* (Asia), *Pride of Africa-Rovos Rail* (Africa), *Palace on Wheels* (India), and the *Venice – Simplon Orient Express* (Europe).



Photo courtesy CPR



Classic elegance highlights the tastefully decorated Craigellachie Dining car, part of the Royal Canadian Pacific.

Photo courtesy CPR

(Above) The Royal Canadian Pacific crossing the Ottertail Bridge, just west of Trail, BC. The restored coaches built between 1916 and 1931 are pulled by restored GM locomotives originally built by the Diesel Division in London, Ontario



## SPECIAL THANKS!

The following was received from QRC system coordinator, Brian Lavigne.

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

**From:** Brian Lavigne  
**To:** James Allen; Luc Larose; Roy Murray; Marc Laliberte; 'G Richard  
**Sent:** Wed Oct 11 16:59:53 2006  
**Subject:** QEG Testing.

I would like to take a moment to thank the OCRR team with our testing on the 1813. You have been very helpful and we now have all the bugs taken out of the software except for two items. Q-Tron will be addressing these issues and we will be returning for a final visit.

Thanks again.

Brian Lavigne  
 Quebec Railway Corporation  
 System Coordinator  
 Engineering/Mechanical/Purchasing  
 1010, Sherbrooke St. W.  
 Suite 525  
 Montreal, Quebec, Canada H3A 2R7



OCR's Roy  
Murray



OCR's Luc  
Larose

### Reminder to OCR Staff...

**The Spareboard is available via email!**

If you like, we'll add your home or other email address to our distribution list! Email your request with info to: Dave Watts at [dw-dohn@hotmail.com](mailto:dw-dohn@hotmail.com)



### 12.13 Conducting Wayside Inspections

#### Purpose:

Wayside inspections are conducted to identify equipment and lading problems that may have occurred while a train is en-route.

#### PROCEDURE:

1. Where it is safe to do so and where other duties permit, take up a safe position on the ground on both sides of the track to observe the oncoming train.
2. Where required, the Locomotive Engineer should inspect from the same side of the passing train as their locomotive.
3. Observe and make a mental note of the engine number.

**See Fern's Rule, Page 5**



### Tourtière (French Canadian Meat Pie)

- 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 until needed. They are heated at 350 degrees for about 30 minutes and are served hot with chili sauce or ketchup.

## Health Capsule from SSQ appears regularly in "The Spareboard"



## An ounce of prevention in a time of need

"This isn't the first time I've been caught up in something like this. Mental Health? What are you talking about? I'm not crazy! It's weird, though, how I often feel tired and sad. I don't feel motivated to do anything at all."

At one point or another, mental health will become an issue for most Canadians. It may be our loved ones that are affected, or it may be ourselves. Unfortunately, prejudices about mental health persist, even today. These prejudices not only get in the way of a correct diagnosis and delay treatment, but also make it difficult for those affected to accept the illness themselves, depriving them of the much-needed support of their loved ones.

### What are the signs?

Being able to listen often helps to avoid the worst. Distress can alter judgment, and it can sometimes be difficult to identify our symptoms. This is why support networks play an important role in identifying the symptoms of mental illness and helping sufferers take the steps they need to get on the road to recovery.

#### Behavioral Manifestations

- Loss of appetite
- Binging
- Conflicting attitudes, irritability
- Isolation, indifference
- Decline in performance, tardiness, absences

### Does somebody close to you need help?

- Address the issue openly and directly, but be gentle: "I'm worried about you. What's going on?" Be attentive and avoid judgment.
- It's all right to react, but avoid trying to play the shrink or cure the person.
- Help the sufferer open up and realize how important it is to talk with a doctor.
- Direct the person to an employee assistance program or other professional resources.

Remember: Mental health issues are easier to deal with when they are nipped in the bud! By staying on guard, you may help a loved one take a step toward healing, saving yourselves both a lot of grief.

#### Physical Manifestations

- Tense muscles
- Trembling, palpitations
- Digestive troubles
- Neglected appearance
- Teary eyes
- Profuse sweating
- Sleep disturbance

#### Psychological Manifestations

- Mood changes
- Feeling overwhelmed, discouraged
- Sadness, sensitivity, emotionalism
- Impatience
- Frequent loss of memory
- Withdrawn attitude

Health InSight

SSQ Financial Group

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

## RAC puts safety, education and implementation first

*Railway Association of Canada's Andy Ash authors article in CERCA Communiqué*

Entitled "Safety Is Good Business", the RAC's Andy Ash details the Association's education and safety initiative particularly focused for Canada's 32 shortline railways that transport dangerous goods.

The RAC's Dangerous Goods team was developed in 1999 to educate industry and emergency personnel while acting as a community outreach vehicle. First responder training, internal audit, emergency preparedness, security and effective emergency response are key elements.

"Railways in Canada transport hundreds of thousands of dangerous goods shipments carrying millions of gross tons of product over hundreds of thousands of kilometers annually," reports Ash in the article. "In the unlikely event of an incident, railways take great measures to ensure they can respond swiftly and safely to an incident."

Ash says that railways, with the assistance of the RAC Dangerous Goods team "ensure all emergency plans are tested and communicated to those emergency services" needed to bring a particular incident to a successful conclusion.

Railways participate in TransCAER presentations, community events and incident simulations to educate first responders about specific issues and concerns inherent with rail operations.

See Safety on Page 7

## Ottawa Central Railway 2006 Incidents/Accidents through September



	Sep 2006	Sep 2005	FIN 2005	FIN 2004	FIN 2003	FIN 2002	FIN 2001		Sep 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*	7	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	2	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
									7	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>9</b>	<b>16</b>	<b>20</b>	<b>15</b>	<b>21</b>	<b>19</b>	<b>19</b>							
Other	6	7	8	20	13	12	0							

### Fern's Rule from Page 3

#### 12.13 Conducting Wayside Inspections

4. To ensure your personal safety, always observe approximately 3 to 5 car lengths down the approaching train. Be cautious of dragging chains, loose banding, lumber or other hazardous objects that may be protruding from the side of the train.

5. Remain a safe distance away when observing at a crossing location to avoid potential flying debris from the roadway.

6. Attempt to count cars if possible, beginning from the defective car observed, to the tail end of the train.

#### Observe for the following conditions:

Look and smell for smoke and/or glowing hot steel around the journal and brake shoes.

Listen for consistently heavy thumping or pounding on the rail from broken, flat or out-of-round wheels.

Watch, smell and listen for sticking brakes and sliding or skidding wheels emitting smoke or a smell of burning metal and possibly a hissing sound or high-pitched squeal.

Look for swinging doors on trailers or freight cars and open plug doors on box cars.

Watch for shifted lading over the side or end of car.

Look for car bodies sagging, leaning, listing or improperly positioned on the truck.

### The Corner Office by James Allen

September Revenues of \$871K fell \$74K behind Budget due in most part to no business as yet from Louisiana-Pacific. We continue to work closely with them, however the new home market has taken a real dive in the US resulting in LP rationalizing a number of their North American mills.

Expenses were kept in check with the exception of the ongoing clean-up costs in Maxville.

**Corner Office continues on Page 8**

Watch cars with high center of gravity for excessive sway.

Look for empty cars with wheels that are violently hunting back and forth for a smooth ride on the rail (truck hunting).

Watch out for dragging equipment.

Look for anything leaking from placarded dangerous commodity cars. Any other safety hazard likely to cause an accident.

## Performance Indicators



September, 2006

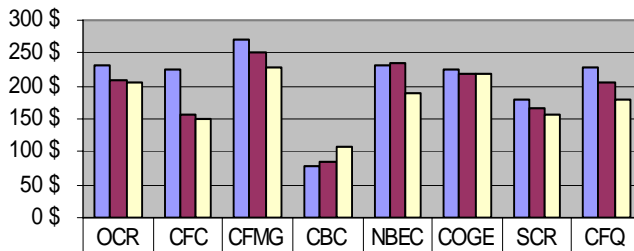
### Our Mission:

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

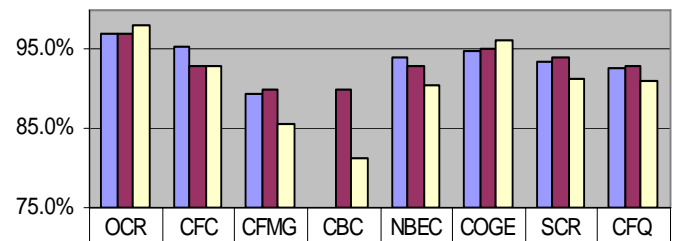
### Basis of the Mission:

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

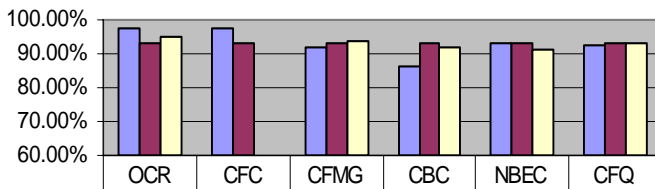
#### Actual Freight revenues/employee ( 000 \$ )



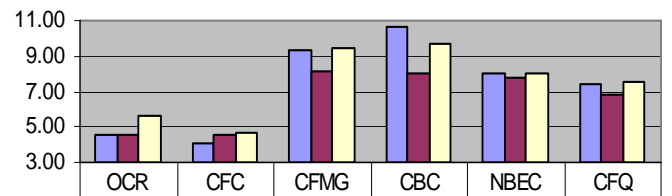
#### Attendance



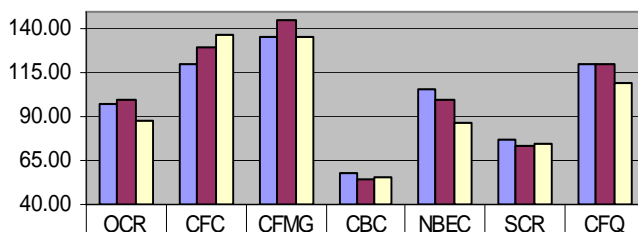
#### Weekly Car Placements ( % Placed / Garanteed )



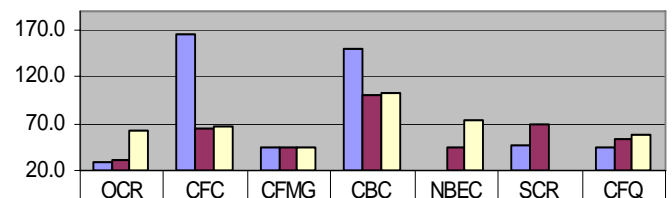
#### Car cycle ( Days ( empty-load) )



#### Fuel Consumption ( GTM/litre )



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





## Steele Rail

Don Steele



### Safety is top priority – it's the rule!

"If we had to follow every rule we would shut the railroad down". "You can't follow every rule because we would never get anything done".

I have been hearing this same line of thinking for over 32 years.

Is it possible that if we followed every rule in the CROR, and GOI we would not be able to get our work completed?

Well we have an example with our sister railway, the New Brunswick East Coast. This busy railroad that operates from Campbellton to Moncton experienced three serious incidents in which a hand operated switch was left in the reversed position and a Via rail passenger entered a yard track and collided with some railcars.

In another incident, a dangerous goods car was left on the main track without a hand brake applied and subsequently ran away.

In a third incident, a crew left a locomotive on the main track to pick up another locomotive in the siding. The locomotive left on the main track ran uncontrolled for 1/4 of a mile. This third incident resulted in the regulators threatening to lift the operating license of the NBEC if any other serious rule violations occurred.

During an emergency meeting of all employees called to discuss the situation, the employees and management team decided that instead of pointing fingers at trying to assess blame for the situation, that all employees would "work to rule", that is follow every rule to their best of their ability. An emergency rule class was given to all employees to ensure

that everyone understood what was expected of them.

From that day on, every rule was followed to the letter. If a train crew was leaving equipment, then the conductor would ask the engineer to release the air brakes. The conductor would apply the required number of handbrakes and a push-pull test would be performed each and every time. For the track department it meant that all track unit and track work rules were respected including proper radio procedures.

In the beginning the work took longer to perform but slowly the employees found ways to adapt to the working procedures. Now, safe work procedures are the norm at NBEC. As a result after three years, NBEC is now amongst the safest and most professional railway in Canada and OCR is not far behind.

Much to their credit, these employees disproved the theory that we cannot work applying every rule. These same high standards are also applicable to all of the QRC railways.

The commitment starts with a president that is preoccupied with our safety performance. He does not just pay lip service to safety. He demands that his management team places safety as a top priority and personally oversees all safety meetings and audits. He has also decided to either visit personally or have someone from upper management visit every rule class visit to discuss safety issues and exchange ideas as to how improve our safety performance.

All of the QRC railways are rising to the top of the class in Canada but we are not there yet. We need to make sure that everyone understands the rules and the rationale behind them. If there is anything that you would like to know, ask your supervisor, if he is not sure, he can find out.

See Steele Rail on Page 8

### Safety continued from page 4

"Railways also work in close conjunction with emergency response contractors, industry response teams and regulators," says Ash.

Ash reports that railways in Canada are the "safest in North America and continue to get safer." Railways learning from past experiences to run safer will continue to build railway customers' business while staying alert and ready to deal with new incidents when and if they occur.

Andy Ash is  
Manager,  
Dangerous Goods,  
RAC



"Safety Is Good Business" can be found in the free publication CERCA Communiqué, the official magazine of the Canadian Emergency Response Contractors' Alliance. For more information, visit [www.envirotec.ca](http://www.envirotec.ca) or email Lyle Clouatre, Editor, at [lclouatre@envirotec.ca](mailto:lclouatre@envirotec.ca)



See "Safety is Good Business" by Andy Ash in CERCA Communiqué Issue 2 Summer 2006

**HAPPY BIRTHDAY!**  
**(November)**

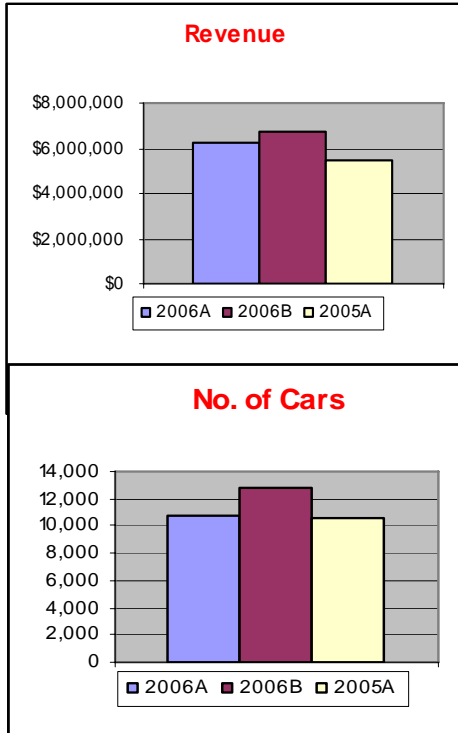
**Mathieu Houle**

**HAPPY ANNIVERSARY!**  
**Jason Laing (5 Years)**  
**John Campbell (2 Years)**

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

## Performance Indicators

Sept, 2006



### Corner Office Continued from Page 5

There remains a pool of under-ground water which has a few trace elements deemed unacceptable by the Ontario Ministry of the Environment and we are treating, pumping and removing it out of the ground.

Speaking of Maxville I imagine by now you have all heard the results of the arbitration cases heard on October 11th. In Mr. Beliveau's case the Arbitrator "found that the discipline was warranted and the dismissal appropriate in the circumstances". As for Mr. Proulx, the Arbitrator "ordered that the discharge be rescinded and the grievor be reinstated to his employment without compensation or benefits and without loss of seniority". Norman will be in Walkley Yard on November 20th.

In summary, FOR TAKING A SHORTCUT, one employee lost his job while the other was out of service for almost 19 months. What a terrible way to learn a lesson!

Finally this time of year brings lots of rain which can affect the infrastructure. Keep your eyes open and work safely.

Remember, MAKE EVERY DAY A SAFE DAY.



### Steele Rail from page 7

We have an experienced rules team ready to help out, captained by Mr. Fern Essiembre a recognized and well respected expert in the railway industry in Canada.

Take care and stay safe.

*Don*

"Steele Rail" by Don Steele is a regular feature in The Spareboard



## The OCR Christmas Party!

Saturday, November 25

**Meet & Greet**  
4PM

**Casino Night  
& Cocktails**  
5 – 7 PM

**Dinner**  
7 PM

**Prizes & Surprises!**

Embassy West Hotel  
1400 Carling Ave, Ottawa

*See you there!*

### "In Box" Top Pick



**Subject:** Halloween costumes have gone to the dogs!

## **Safety Rule!**

**Mike Ritarose chose CROR General Rule A (iii) as the Safety Rule of the month:**

A) Every employee in any service connected with the movement of trains or engines shall

(iii) provide every possible assistance to ensure every rule, special instruction and general operating instruction is complied with and shall report promptly to the proper authority any violations thereof.



OCR's  
Mike Ritarose

## The Spareboard

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