Local Railway Items from Ottawa Papers - Ellwood

20/04/1993 Ottawa Citizen Ellwood

COMMUTER RAIL LINK MENTIONED FOR OTTAWA-HULL REGION: CP Rail System has announced that it is considering whether its Ellwood Subdivision can be used as the basis for a commuter rail link between Hull, Quebec, and Ottawa, Ontario. A key element of this approach is the company's "Prince of Wales Bridge" which carries the Ellwood Sub. across the Ottawa River.

The announcement came after a flurry of public opposition on the Ontario side to Quebec proposals that a new automobile bridge be built across the Ottawa River in order to ease rush hour congestion - primarily from Quebec traffic heading to Ottawa. Regardless of where the bridge was to be located, it would have a major impact on local neighbourhoods and the public outcry was so great that municipal officials in Ontario distanced themselves very quickly from any such project.

So far, CP isn't making any firm commitments as to what action will arise from the study. The announcement was warmly received in Ottawa, however. (Branchline).

09/12/1993 Ottawa Citizen Ellwood Ottawa

COMMUTER RAIL PLAN PRESENTED TO OTTAWA-CARLETON REGIONAL COUNCIL: As reported in the December issue of Branchline, CP Rail formally presented its proposal for commuter rail service in the National Capital Region to the Ottawa-Carleton Regional Council on December 8. Raymond O'Meara, CP's director general of commuter rail service, said that a service could be up and running in as little as 18 months, pending its approval by the various levels of government at the municipal and provincial levels. Equipment for a pilot project would cost about $10 million with O'Meara recommending the purchase of used cars and locomotives for a total of three trainsets. O'Meara also recommended the establishment of five stations on the Ontario side including the Confederation Heights, Hunt Club, Leitrim Road, Carleton University and Lebreton Flats, along with the existing Ottawa Station. Stations in Quebec would be located in Hull, Gatineau and, possibly, the Gatineau Airport.

Although Council was non-committal, Regional Chair Peter Clark said, "I am intrigued by the possibilities and if we can make economic sense out of it, we should do it... It will be a cheaper option than building transitways." (Branchline)

23/03/1994 Le Droit Ellwood

TRANSIT OFFICIAL IS SCEPTICAL ABOUT PROPOSED COMMUTER RAIL SERVICE: The Chairperson of the Outaouais transport commission (Societe des transports de I'Outaouais) has injected a strong note of caution into a CP Rail System proposal to establish a commuter rail service in the Ottawa/Hull region. Said Antoine Gregoire, "It's much too soon to be talking about a commuter train. There are too many questions still to be answered before starting to promote it." Gregoire said that the results of a transit options study examining commuter rail, amongst other things, won't be available until some time in the summer. (Branchline)

06/12/1994 Ottawa Sun Ellwood

INITIAL ESTIMATES FOR COST OF COMMUTER RAIL IN NATIONAL CAPITAL: It will cost at least $90 million to establish an inter-provincial commuter rail system in the National Capital Region. So said a consultant's report on the costs of developing a commuter rail option as opposed to new inter-provincial road links. The system would use existing CP Rail System trackage as well as see the re-construction of a portion of the now-abandoned Waltham Subdivision between Hull and Aylmer, Quebec. Annual operating costs are estimated to be at $16 million, with the system carrying at least 8,000 passengers per day. The costs are higher than anticipated but still below the cost of new road links according to Transport 2000 president David Glastonbury. "It looks like a solution to the traffic problem that costs a lot less money than more linkages and roads," said Glastonbury. New roads and bridges carry at least a $350 million price tag, not to mention the associated environmental consequences. (branchline)

02/03/1995 Ottawa Citizen Ellwood

OTTAWA-CARLETON CONTINUES TO ENDORSE COMMUTER RAIL: The Transportation Committee of the Regional Municipality of Ottawa-Carleton continues to endorse a CP Rail proposal to set up a commuter rail operation in the national capital. The project, linking Gatineau, Quebec, with the Ottawa International Airport, has yet to receive endorsement from either the Ontario or Quebec governments. (Branchline)

31/03/1995 Le Droit Ellwood

COMMUTER RAIL NIXED IN NATIONAL CAPITAL REGION: The Outaouais Regional Council has nixed a proposal by CP Rail System to operate a commuter rail system in the National Capital Region. Although the idea had been endorsed by Ontario municipalities, it was not as well received in Quebec. Transport critics have decried the decision, blaming it on a short-sighted government obsessed with building a new automobile bridge across the Ottawa River. CP Rail System had proposed a route using the Lachute, Ellwood and Prescott Subdivisions, with the possibility of rebuilding part of the Waltham Subdivision to link in the City of Aylmer, Quebec. (Branchline)