

Local Railway Items from Ottawa Papers 1987

04/03/1987

Ottawa Citizen

Waltham

Hilton Mines

FUTURE RAIL BUSINESS?

A year or two ago a proposal was made public to haul garbage from Montreal, the Outaouais and Ottawa by rail to the former Hilton iron mine at Bristol, Quebec.

Early in March the Quebec environment ministry gave the owners of the mine a written "agreement in principle" authorizing development of the landfill site. However, a ministry spokesman said the mine owners still need approval from Bristol and Pontiac councils. Bristol council voted unanimously in January to refuse to rezone the land to allow a landfill. The owners, meanwhile, are busy with a three-month information campaign to swing the opinion of local residents in favour of the project.

25/03/1987

Eganville Leader

Eganville

Residents Willing To Buy CP Railway Land

An informal survey by two members of Grattan township council has revealed that a number of residents living along the abandoned Canadian Pacific rail line in the municipality would be interested in purchasing the abutting right-of-way if it is offered for sale.

Reeve Orland McNamara and councillor Claude Verch checked with the majority of landowners living along the discarded line, and, said councillor Verch "they were all in favour of taking it back... paying for it."

The CP line from Payne (near Renfrew) to Eganville was abandoned in 1982. The right-of-way from the Eganville village limits east towards Douglas is located in Grattan township. Several years ago Eganville purchased the line from its limits west, in the direction of Augsburg.

The issue of the abandoned Canadian National Railway line in the township continues to be in limbo.

"As far as the CN (line) is concerned, it will pop open someday," Reeve McNamara said dryly.

13/04/1987

Ottawa Citizen

Maniwaki

BRIDGE REMOVALS PROMPT COMPLAINTS:

Residents of the Gatineau Valley are up in arms following the removal of some half-a-dozen bridges along CP Rail's abandoned Maniwaki Subdivision between Wakefield and Maniwaki.

The work took place during the past winter - frustrating the planned activities of both snowmobilers and motorcyclists who had begun to use the route as a recreational corridor following its abandonment on December 31, 1985.

Calls to preserve the bridges - and the rail corridor - have fallen upon deaf ears. According to the mayor of Low, Quebec, it wasn't worth it. "As a recreational corridor the cost was prohibitive. It isn't just the bridges, but the corridor ... leads through farms. An individual couldn't be expected to pick up the cost of fencing.

The right-of-way has been turned over to Marathon Realty, CP's real estate arm, for final disposition. (Branchline)

10/06/1987

Eganville Leader

Renfrew

CN Willing To Dispose of Abandoned Right-of-Way

Canadian National Railways is willing to part with its right-of-way along the abandoned Renfrew subdivision line at a cost of \$ 1,000 per municipality.

The offer is extended to Grattan, Horton, Admaston, Bromley, North and South Algona, Hagarty and Richards, Sherwood, Jones and Burns, Dickens, Murchison and Airy townships plus the Village of Killaloe and the Algonkian Indian Band. It does not include the village of Barry's Bay.

At its meeting last week, Grattan township council confirmed its interest, through resolution, in purchasing the right-of-way, the Eganville Station and other pertinent accessories situated within its boundaries at the suggested price of \$1,000.

Grattan would then offer these parcels of properties to the abutting landowners at a cost based on an apportioned share "plus any expenses occurring to the Township of Grattan from the purchase and transfer of these properties to the township and disposition to the abutting landowners."

07/10/1987

Brockville Recorder

Brockville

Brockville

PROBLEMS IN LOCATING CABOOSE: Yet another controversy has emerged to dog attempts by the City of Brockville (Ontario) to mount an historic railway display at the south portal of the former CPR tunnel (nee Brockville & Ottawa Railway) which it now owns.

As reported in the September issue of Branchline, the City recently acquired Caboose No. 437464 from CP Rail with the intention of restoring it and making it a focus for the railway display it intended to develop along the waterfront in the vicinity of the tunnel.

The caboose's final resting place has become a point of contention. The original intention had been to display it on a short piece of track immediately in front of the south portal. The site, however, is also used to hold music concerts during Brockville's annual Riverfest Days which are held during the last week of June and the first week of July. Riverfest organizers are adamant that the car will not displace their activities.

A proposal to make the caboose "portable" by rolling it into the south end of the tunnel during Riverfest and then returning it at the conclusion of the event has also been nixed. The City wants to develop the immediate southern end of the bore into a railway museum (Branchline, September 1987); also the tight clearances of the tunnel probably wouldn't tolerate something as large as the circa 1954 caboose.

Other sites under consideration include Blockhouse Island, the site of the former roundhouse of the Brockville & Ottawa Railway, described in the January 1985 issue of Branchline; or the Brockville Museum, located further to the west at the corner of Water and Henry Streets. The Museum is situated on property which at one time belonged to the Central Canada Coal Company and which was served by Canadian Pacific's Brockville "Loop Line". The tracks were removed several years ago, in conjunction with a redevelopment scheme in the area.

Ironically, the controversy over the caboose is somewhat reminiscent of the storm raised when the City attempted to acquire S-3 Diesel Switcher No. 6591 from CP Rail for historical display. That was solved by sending the unit to the nearby Smiths Falls Railway Museum.

If the City can't get its act together over the caboose, who knows, perhaps the Smiths Falls group may soon be getting a new piece of rolling stock - one that's fully restored to boot! (Philip B. Jago, background information, the Brockville Recorder and Times, 07-10-87)