

# Local Railway Items from Area Papers - 2016

*23/01/2016 Ottawa Citizen Otrain*

There hadn't been a report of the Trillium Line O-Train going through a signal in 14 years. That streak ended on Nov. 18, 2015.

Council and the transit commission learned Friday that Transport Canada flagged two instances of a train going through signals in the last two months of the year.

There was no damage and no one was hurt, but now the city has to explain to the federal agency what it will do to reduce the hazards.

In the November incident, a train stopped past a signal located before the crossroads of the Trillium Line and the Via Rail line.

Then, on Dec. 24, a train stopped beyond a signal at the passing track near Gladstone Avenue.

According to a memo sent by city manager Kent Kirkpatrick, staff notified rail authorities. The "railway systems performed as intended," he says.

The federal inspector, in a letter to the city, cited the "frequency of emergency brake application events" affecting train operators and "compromising safe operating practices."

The city spent \$60 million on an upgrade of the Trillium Line. The expansion, which launched last March, included new trains and improvements to the signal system.

*27/02/2016 Ottawa Citizen Smiths Falls Fallowfield Road*

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The city will study grade-separated rail crossings at five locations in Nepean, city manager Kent Kirkpatrick confirmed this week in a letter to the Transportation Safety Board.

It comes within the 90-day timeline for response set by the TSB last December when it released its final report on the investigation of the Sept. 18, 2013, collision between an OC Transpo double-decker bus and Via passenger train that killed six and injured dozens.

In partnership with Via, the city will study the feasibility of grade separation at the level crossings at Woodroffe Avenue, Fallowfield Road and the Transitway, where the bus-train crash occurred.

The city will also look at the Merivale Road and Jockvale Road level crossings to have a complete understanding of all remaining level crossings in this part of Ottawa, Kirkpatrick wrote.

Level crossings at Greenbank Road, where construction of a new underpass is underway, and Strandherd Road, where grade separation is planned for construction between 2020 and 2025, will not be subject to the feasibility study, the city says.

The studies will include a review of all previous work related to these crossings, an analysis of current and projected traffic data, geotechnical work where required, recommendation on whether these crossings could be improved by an underpass or overpass, financial estimates for any feasible works and any recommendations that could enhance safety at the crossings in the interim. The city says it won't do public consultation because of the technical nature of the study, but it may seek input from the National Capital Commission given it owns land near the study area. The results of the studies and any recommendations for action will be presented to the transportation committee and city council next year.

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*07/09/2016 Eastern Ontario Review Montreal and Ottawa*

VIA Rail ownership of land puts recreational trail at risk, says Warden

One of the issues, they says, is that VIA Rail owns the land the trail is on. Quote via can give us a 20-year lease, quote he said, quote but there's a condition in there that if tomorrow morning they need it, we're out. Unquote he said that makes it difficult to justify spending money Paving the trail on making other improvements. Quote are you going to gamble all this money unquote he said.