

Local Railway Items from Area Papers - 2018

02/02/2018 News Local

Kingston (CN)

Johnstown

The hammer came down on a local business Friday afternoon - in a good way.

Canadian Rail Equipment Works and Services (CREWS) completed the first phase of its rail trans-loading facility adjacent to Johnstown's industrial park on Friday, with local dignitaries helping hammer in the last spike.

CREWS president and chief executive officer Clayton Jones joined Edwardsburgh/Cardinal Mayor Pat Sayeau, Leeds-Grenville MPP Steve Clark, MP Gord Brown and Canadian National (CN) sales and marketing official Daniel Lajoie for the ceremonial driving of the last spike on a cold afternoon at the railyard off County Road 2.

Jones said the firm plans to hire six people, then another 10 after it begins its second phase this spring.

"Four people are already hired," said Jones.

Jones, a Canadian Pacific diesel mechanic who left in 2004 and took his rail expertise to the private sector, is transferring CREWS to the 96-acre site west of the Giant Tiger distribution centre.

He said the location has all the right elements: Proximity to the Highway 401-416 interchange, the Port of Johnstown and the nearby international bridge.

The site also has access to CN's main line through a spur at Johnstown.

The first phase, which opened Jan. 22, can accommodate 200 rail cars.

The second phase will allow for 350 more cars.

CREWS's main business is providing trans-loading from rail cars to trucks, or vice-versa.

The company also allows rail car storage, in-plant switching for large industry and provides certified operating crews for locomotives and track mobiles.

CREWS, which is headquartered in Kemptville, has locations in Maitland and Hamilton and is in the process of moving its main office to the Johnstown site.

The interest has been building since the site opened, said Jones.

"Right now, I think we're getting two to three calls or emails a week," he said.

The total investment for the first phase will amount to \$2 million, said Jones, while the second phase will represent another \$4.5 million.

That will be followed by a third and fourth phase, at the end of which the company will have created 50 jobs, said Jones.

Sayeau is excited at this investment into a growing part of the township, adding he has been touting the virtues of that area for some time.

"The whole area at the Port of Johnstown: Location, location, location is everything," said Sayeau.

But in fact, there is more to CREWS's success, added the mayor.

"It's also a question of the right timing and the right economic environment," said Sayeau.

CN's business model is changing, to the point where the large firm wants to concentrate on its core business rather than trans-loading and storage, so companies like CREWS are able to seize the opportunity, he said.

"I'm really excited about what's going to happen in Phase Two," added Sayeau, leaving the specifics to CREWS to announce later.

17/02/2018 Ottawa Citizen

Ellwood

Prince of Wales bridge

The City of Ottawa must restore the Prince of Wales Bridge and the railway that approaches it in the next 12 months or formally discontinue the operations, a regulator has ruled.

Knowing it's virtually impossible to find resources to do such work in short order, the city is considering seeking a court review of the decision released by the Canadian Transportation Agency (CTA) on Friday.

The agency told the city to either restore the bridge and railway or start the process to officially discontinue operating the federally regulated railway line in that area. The CTA is giving the city until April 30 to choose an option.

City clerk and solicitor Rick O'Connor told council members late Friday afternoon that the legal department, transportation department and external rail experts will review the decision.

"That review is intended to inform a recommendation as to the next steps to be taken in this matter, which may include a request for judicial review," O'Connor told council.

This all started with a complaint to the CTA by the Moose Consortium in 2016 alleging that the city didn't follow the proper process to remove tracks between Bayview station and the Prince of Wales Bridge.

The city has an ongoing construction zone at Bayview station to build the Confederation Line LRT, requiring the removal of existing tracks.

Other rail companies could get access to a discontinued rail line if the owner has stopped operating the tracks.

Moose (Mobility Ottawa- Outaouais: Systems and Enterprises) wants to build a regional train service funded by the private sector and it has eyed the Prince of Wales Bridge as the connection point to western Quebec.

The city owns the bridge, which is completely closed to all uses, and hasn't used the railway that runs north of Bayview station. The O-Train Trillium Line stops at Bayview station, which is the northern terminus of the service.

The decision on Friday caps several months of back and forth between the city and the CTA over this complaint. The city told the CTA last September that it would take about two years to realign the tracks and three years to restore the bridge.

The CTA told the city the timelines weren't reasonable. The city then told the CTA that the agency was exceeding its jurisdiction.

The city intends to use the bridge to link its rail service with the Gatineau transit system, but not in the foreseeable future.

Regulator sparks questions about future of Prince of Wales Bridge

Transportation agency orders city to restore rail line leading to blocked-off bridge

A decision by the Canadian Transportation Agency is sparking questions about the future of the abandoned Prince of Wales Bridge, with some in Ottawa hoping to see it back in operation much sooner than expected.

In a ruling issued Friday, the agency gave the City of Ottawa two options.

It can either try to sell a portion of the rail line leading to the Prince of Wales Bridge, which spans the Ottawa River just west of the city's downtown - which could lead to it being permanently closed if there are no buyers.

Or it can instead restore the tracks - including those that run over the bridge - so they can accommodate rail traffic within 12 months

"Faced with the potential to have to demolish the bridge or discontinue that rail line, I think most residents of Ottawa feel that it would be far preferable to put the bridge into service," said Kitchissippi Coun. Jeff Leiper, whose ward's eastern border is the bridge and O-Train tracks.

"It should put a bit of a fire under city council as well as our federal and provincial partners to find a way to fund it."

The agency made its decision in response to a complaint filed in 2016 by Moose Consortium Inc., a group hoping to rehabilitate the bridge as part of its plan to offer regional rail services to outlying communities in Quebec and Ontario.

The consortium filed its complaint after the City of Ottawa ripped up a quarter-kilometre section of rail tracks just south of the bridge in order to build a new entrance to the Bayview LRT station.

In its decision, the CTA said the city didn't follow the rules that govern the discontinuance of rail lines.

As a result, the city now has until the end of April to report back to the CTA about what it plans to do now.

Costly rehabilitation work

"I don't think council is anywhere near being able to make that decision today," Leiper told CBC News.

With the city's own repair estimates out of date, Leiper said it's difficult to say how much it would cost to rehabilitate the bridge, adding it could be anywhere between tens and hundreds of millions of dollars.

Kitchissippi Coun. Jeff Leiper says he hopes the city can find a way to rehabilitate the Prince of Wales Bridge to allow for rail, pedestrian and bicycle traffic.

(Andrew Foote/CBC)

In a memo to councillors, City of Ottawa solicitor Rick O'Connor said the city's legal team is reviewing its options, which could include seeking judicial review.

That's an option Leiper said he would support, as it would buy the city more time to make an informed decision.

Mayor Jim Watson said the city will consult with lawyers and may consider appealing the ruling.

"I don't think it's reasonable for a federal agency to tell us to keep a bridge operational for rail when we don't have the funds to put rail across to Quebec at this point," he said.

Best case scenario

Still, Leiper said most people in Ottawa would welcome a functioning rail bridge linking Ottawa and Gatineau, helping to ease congestion and benefiting the environment.

"Everything points to the importance of keeping the bridge and getting it back in service," he said.

Though Ottawa and Gatineau have long hoped to connect their transit systems by rail, there are still no concrete plans to achieve that goal. (Mathieu Fleury/Twitter)

The City of Ottawa has envisioned converting the abandoned bridge to light rail so it could connect with Gatineau's transit system, but there is no concrete plan or funding in place to achieve that goal.

"What the Canadian Transportation Agency's decision forces us to do is make some plans around that sooner than we might have thought," Leiper said.

Potential for local, regional service

Hull-Aylmer MP Greg Fergus welcomed the CTA's decision, which he said leaves the door open not only to local rail service over the bridge but also the regional service proposed by Moose Consortium Inc.

"The more players that are in there, the better," Fergus said.

"I really do believe rail is the future for being able to move people efficiently, quickly and cheaply, so this is good news all around."

Fergus has also voiced his support for a tramway connecting Aylmer to downtown Gatineau with a potential link over the Prince of Wales Bridge.

Joseph Potvin, director general of Moose Consortium Inc., said he wasn't surprised by the agency's decision and hopes it will accelerate plans to rehabilitate the bridge.

"There's only one way to get between the O-Train line and the Quebec side — which is along the [bridge's] tracks," he said.

Moose Consortium Inc. has submitted plans for a bypass line around Bayview Station, after the City of Ottawa ripped up unused rail tracks as part of LRT construction. (Giacomo Panico/CBC)

Potvin said his team recently submitted proposals to the City of Ottawa and the CTA for the bridge's rehabilitation, including plans for a bypass track around Bayview Station.

The plan also includes seismic upgrades to the bridge as well as cantilevered bike and pedestrian paths.

"There isn't a conflict with the two systems," Potvin said. "It would actually be entirely complementary."

Potvin said the rehabilitation of the bridge would cost \$50 million, which the consortium proposes to finance in full.

His team has pegged the cost of bypassing Bayview Station at an additional \$25 million.

In the meantime, all eyes remain on the City of Ottawa as it weighs its options in response to the agency's ruling.

Take the "Eh-Train"

Ottawa Ontario - Fancy a ride on the Majestic Moose?

How about heading into work on the Rocket Richard?

Those are just two of the 40 names revealed today for the rail cars that will soon travel along Ottawa's two light rail lines.

The City of Ottawa announced the names, which were submitted by children under 16 during a contest last November, at a ceremony Saturday morning at Ben Franklin Place.

The city said it received nearly 2,000 entries, which were then narrowed down to the winners.

The winning entries drew on a mix of both local and Canadian history, and also included some Indigenous names.

The names of the six Trillium Line cars are:

Nanuq-Polar Bear;

Northern Lights;

Rocket Richard;

Dreamcatcher;

Emily Murphy;

Portage.

Congratulations to all contest winners of the Name The Train Contest.

Thank you to everyone who took part in the competition - Jim Watson 24 Feb 2018.

The names of the 34 Confederation line cars are:

Canada Goose;

Farley Mowat;

Gord Downie;

Inuksuk;

John McCrae;

Logdriver-Draveur;

Lord Stanley;

Louis Riel;

Majestic Moose;

Odawa;

Poppy;

Snowbird;

Bluenose;

Boreal;

Emily Carr;

Jacques Cartier;

Juno;

Nathan Cirillo;

Normandy;

Samuel de Champlain;

Thomas D'Arcy McGee;

Totem;

Tundra;

Wagosh-Fox;

Acadia;

Agnes Macphail;

Amik-Beaver;

Bertha Wilson;

Billy Bishop;

Eh-Train;

Henrietta Edwards;

Maple Taffy;

The Mountie;

George Brown.

Mayor Jim Watson, councillors Stephen Blais, Keith Egli, and general manager of transportation John Manconi presented the 40 winners with two free tickets for the inaugural ride of the Confederation Line.

The 12.5 kilometre line, which runs from Tunney's Pasture in the west to Blair Station in the east, is running six months behind schedule but is expected to open in November 2018

Via Rail halts passenger service after CN train derailed near Kingston, Ont.

No injuries after 2 cars carrying paper derail near John F. Scott Road

Via Rail has cancelled all Saturday night passenger travel on its Montreal-Toronto and Ottawa-Toronto routes after two CN Rail train cars derailed near Kingston, Ont.

The two cars were carrying paper and were at the end of a westbound train when they derailed near John F. Scott Road at around 1:20 p.m., said CN Rail spokesman Patrick Waldron.

One car came to rest on the tracks on its side, while the other remained upright, Waldron said.

No one was hurt, and no dangerous goods spilled, he added.

'It would've hit us'

Logan Cadue was shooting photos and video of trains with a friend, he said, when they suddenly heard "a hiss of air" coming from the lumber cars on the train.

"We could see a bit of dust kicking up from the rear of the train. Then the boxcar on the tail started wobbling back and forth," Cadue said.

The train's brakes then began to squeal, and Cadue said he and his friend "booked it back" away from the train.

"It all happened so fast," he added. "If [the boxcar] had gone over and tipped our way, it would've hit us, for sure."

Cadue said he saw no one injured. Kingston police also quickly arrived on the scene, he added.

Saturday night trains cancelled

There were 647 passengers aboard Via Rail trains that faced delays caused by the derailment, company spokeswoman Marie-Anna Murat said in an email.

More than 1,000 passengers would be also affected by Saturday's cancellations, she said.

Via Rail was "doing its best to accommodate passengers that are currently on route with alternative transportation," Murat said.

"Passengers who were scheduled to depart tonight will have to make other arrangements as all trains are cancelled, she said.

"They have a choice of a full refund or exchange for a later travel date at the same rate they purchase their ticket."

Passenger travel between Ottawa and Montreal was not affected, Murat added, nor was travel along the Toronto-London-Windsor corridor.

CN Rail said at around 5:30 p.m. ET that crews were still working to remove the cars, repair any damage to the track and reopen the corridor.

The company said it had also notified the Transportation Safety Board of the derailment.

Freight train derailment causes major passenger delays near Kingston, Ont.

Trains travelling between Toronto and Montreal or Ottawa have been delayed by at least six hours, said Via Rail.

KINGSTON, Ont. A freight train derailment east of Kingston, Ont., has caused hours of delays for rail passengers in the province and led to cancellations of several Via routes out of Toronto.

Trains travelling between Toronto and Montreal or Ottawa have been delayed by at least six hours, Via Rail said.

Two cars at the back of a Canadian National Railway train carrying paper derailed just east of Kingston at 1:20 p.m.

A CN spokesperson, Patrick Waldron, said one of the cars was upright on the tracks while another lay on its side across the tracks. Crews were working to remove the vehicles and repair any track damage.

Some 647 people were on passenger trains at the time of the derailment, and more than a thousand were believed to have been affected by the delays, a Via spokesperson, Marie-Anna Murat, said.

Murat said all trains on the route were cancelled for the evening, adding that passengers can either exchange their tickets or receive a full refund.

Via Rail has provided buses and other forms of alternative transport for most of the passengers stranded at the time of the derailment.

Waldron did not provide an estimate for when the derailed freight cars would be removed.

Via gets back on track after derailment

Via Rail service on the TorontoOttawa route resumed its normal schedule Sunday morning after an earlier freight train derailment.

The derailment Saturday afternoon - caught on video by a Kingston man - forced the cancellation of Via Rail's Saturday evening trains on the Toronto- Ottawa and Montreal-Toronto routes.

The video, taken by Kingston photographer Logan Cadue, shows two rail cars coming detached from a westbound freight train as it approaches John F. Scott Road, near Highway 15. One car toppled onto its side; the other stopped on the tracks.

The derailment, which involved a Canadian National Railway freight train, occurred at about 1:20 p.m.

No one was hurt, but passengers on several Via Rail trains had to be bused to their destinations.

Via spokeswoman Marie-Anna Murat said 647 people were on passenger trains at the time of the derailment. She said passengers affected by Saturday's cancellations could either exchange their tickets or receive a full refund.

Mayor takes on county over ATV route through town

When Natasha Mason moved to her heritage house along the Mississippi River in Almonte four-and-a-half years ago, it seemed like a dream come true.

"I never thought when we found the place that this would be a problem," Mason said. "We thought we'd found a little place of paradise."

What Mason didn't realize, however, was that the County of Lanark had plans for the abandoned rail line that runs along the back of her property, just 25 metres from her bedroom. Purchased from CP by the county in 2017 for \$100,000, the renamed Ottawa Valley Recreational Trail (OVRT) is set to become a pathway for snowmobiles and all-terrain vehicles, part of a network of trails that runs across Renfrew County, through Lanark County to Smiths Falls.

"The reason we chose our house is because it's quiet," said Mason, who suffers from severe anxiety. "I don't see why people should be allowed to destroy my peaceful living."

Others fear the motorized vehicles will pose a danger on a trail that's now used by children, skiers and dog-walkers.

Lanark sees the trail as a tourism draw: Seven of the county's eight municipalities voted to open the trail to motorized vehicles. For now, however, the Almonte portion is closed while the county waits for proposals to rehabilitate the old railway bridge that spans the Mississippi River and links the trail's north and south ends. The county is ready to spend \$1.5 million on the trail in town, adding guardrails to the bridge and gravel along the roughly two kilometre stretch through town.

The lone holdout is Mississippi Mills, the township that includes Almonte, and Mayor Shaun McLaughlin concedes he feels outgunned by the other members of county council.

"So far, the county has not been willing to compromise on any single issue. Not even a nudge," said McLaughlin. "It's frustrating."

"The people came out to Almonte for its charm and its peace and quiet. There is nothing charming, peaceful or quiet about an ATV," McLaughlin said. "ATVs are godawful loud."

Mississippi Mills proposed a bypass around Almonte that would keep the snowmobiles and ATVs out of the town, but the detour was long, crossing the Mississippi at Appleton, and would need the consent of more than a dozen private landowners. Council rejected it.

"Unless we start building a new bridge, we can't give them a shorter one," McLaughlin said.

The railway bridge over the Mississippi is the jewel in the crown for those who want motorized vehicles on the trail.

"Any bypass around Almonte is going to have the barrier of the river - that's the reason we want to use the bridge," said Darin McRae, president of the 1,000-member Beautiful Eastern Association of Snowmobile Trails club - BEAST for short. "One of our obligations is to build safe trails. And one of the things we're trying to do is get off ice. Ice crossing is not safe."

Homeowners' worries about the noise and pollution from snowmobiles are overblown, he said. Modern snowmobiles use fourstroke engines that are quieter and cleaner than their predecessors, he said. And warmer weather has meant the snowmobiling season lasts for just a few weeks in winter, when people's windows are closed.

But ATVs are another matter. They're noisier and their season is longer and is mostly in summer, when residents have their windows open. And ATV riders in general, are less responsible operators than snowmobilers, McLaughlin says. "They're scofflaws," he said.

He sees the dispute as a classic fight of rural vs. urban lifestyle.

"It's a different culture," says McLaughlin, who lives in the rural part of Mississippi Mills and is used to the sound of vehicles speeding along trails that are about 500 metres from his house.

"When you look at a clash between two rights, you look at who would suffer the most harm if something happened. Right now, ATVs and snowmobiles aren't allowed to go through Almonte. So we would take nothing away from them. If they are allowed to go through Almonte, it takes away peace and quiet from residents. There is harm."

Mississippi Mills is looking into its legal rights in the matter, including whether the municipality's bylaws trump county council's laws. But the best hope, McLaughlin says, is to reach a compromise on the trail use. The township is to meet March 5 with county Warden John Fenik. Fenik, who is also mayor of Perth, maintains the county has the right to allow motorized vehicles on the trail, even though he sympathizes with Almonte residents.

"I understand if the trail came right through the heart of my town, I'd probably have some problems with that. I understand where Almonte residents are coming from."

At the same time, the OVRT will be a powerful tourism draw for Lanark, luring motorsports enthusiasts to local businesses. Carleton Place council has embraced the trail, which also cuts through that town, though not as close to homes as it does in Almonte.

"I've got lots of emails from people in Almonte saying, 'This is tyranny' ... 'You're ramming it down our throats' and 'We don't want it,' " Fenik said. "But (county) administration, our planning and roads departments, are saying, 'This is our property and we have the legal right to do this.' ...

"We do have the authority to turn that into a road," Fenik said.

CITY'S IN A BIT OF A FIX

The federal Liberal cabinet should quash a decision by a regulator compelling the City of Ottawa to fix the Prince of Wales Bridge, Mayor Jim Watson says.

The city is taking a double-barrelled approach in its fight against a Canadian Transportation Agency (CTA) order. On top of asking for help from cabinet, the city is also asking the Federal Court of Appeal to consider hearing an appeal.

The CTA order, sent to the city last month, orders the city to restore the rail line north of Bayview station, including the Prince of Wales Bridge, so it would be operable within 12 months of the agency giving running rights to another rail company, or to discontinue the line altogether.

The order follows a 2016 complaint by the Moose Consortium, which raised concerns about the city removing tracks while building the joint Confederation Line/Trillium Line station. Moose (Mobility Ottawa- Outaouais: Systems and Enterprises) wants to run a privately financed regional rail system and has eyed the Prince of Wales Bridge as an interprovincial link.

In a letter sent Tuesday to federal Transportation Minister Marc Garneau, Watson wrote that the CTA made the order without considering ongoing discussions between the cities of Ottawa and Gatineau, including local MPs, about connecting the OC Transpo and STO transit networks using the bridge.

"You can certainly appreciate the city's surprise and disappointment in being asked to make this unfortunate 'either or' determination at this point in time," Watson wrote.

Watson also said he doesn't believe there are viable rail operators that could use the railway.

The Canada Transportation Act allows appeals directly to cabinet.

A spokesperson for Garneau confirmed his office has received Watson's letter and "will follow due process," but wouldn't comment further.

At city hall, Watson said it doesn't make sense for the city to spend millions now to upgrade the bridge when it's not ready to run trains to Gatineau, especially when the city's third phase of LRT is projected to be to Kanata.

As Watson described it, "Phase 3A" would be to Kanata and "Phase 3B" would be to Gatineau.

The city doesn't have money to fix the bridge. It doesn't even have money yet to build LRT to Kanata.

With no work planned, the city contends that the CTA's order simply isn't doable under the funding constraints.

"We don't believe that the decision is fair for the City of Ottawa and for our taxpayers," Watson said.

"We have every intention, as I've said on many occasions, of using that bridge. We want to have the O-Train go over to Taché Boulevard Rapibus station so we have a more seamless transition between people who work in Gatineau and live in Ottawa, and vice-versa."

Watson still thinks a cycling and walking path across the bridge is out of the question.

"I believe that would be a complete waste of tax dollars to do something like that for \$10 million and a few years down the road we have to rip it up and put rail in for the rail system," Watson said, adding the city has an obligation to seal up the bridge and keep people off until it's ready for trains.

Aileen Duncan, a Centretown resident who started a petition in 2016 to keep the bridge open, said people just want to know the city's intentions for the crossing. The city had to block the bridge to pedestrians to protect its liability, but the fences keep getting cut.

Duncan acknowledged the difficulty with the bridge having an active railway designation and she sees positive signs in the cities of Ottawa and Gatineau talking about its future, but she predicted the "landmark" bridge will again become a flashpoint as the warmer months approach.

"It's my impression that the public wants clarity on what the city intends to do with this bridge," Duncan said.

"This bridge isn't going away."

City to appeal agency's order to replace ripped-up rail

Mayor Jim Watson asking transport minister to intercede in squabble with federal agency.

The City of Ottawa is appealing a federal agency's order to restore, sell or scrap a portion of rail line near the Prince of Wales Bridge, and the mayor is asking a federal minister to step in.

As part of light rail construction, the city removed a section of the line north of Bayview Station.

The Canadian Transportation Agency's (CTA) mid-February decision would force the city to either put the line up for sale, which could lead to its permanent closure if no buyers come forth, or restore it to a state where it could be re-opened to rail traffic within 12 months.

Given until the end of April to respond, city officials had said they would likely appeal the decision, which they saw as the agency going too far.

In a memo Tuesday, Mayor Jim Watson said the city has started filing an appeal with the Federal Court of Appeal. If approved, that appeal process could take a year or two.

Watson told reporters later that day he doesn't think the agency's decision is fair.

"We have every intention of using that bridge " we believe it's in [our] best interest that we don't go spend money now when we're not ready for that service to go," he said.

"We want to get service to Kanata as Phase 3A [of the light rail network], as I call it, then Phase 3B would be to Gatineau."

Request to cabinet

Watson also said he's written to federal Transport Minister Marc Garneau to request a review under Section 40 of the Canada Transportation Act, which gives the federal cabinet the power to change or throw out an agency ruling.

"You can certainly appreciate the City's surprise and disappointment in being asked to make this unfortunate 'either or' determination at this point in time,"

Watson wrote in the letter, which was attached to Tuesday's memo.

"Particularly, it appears that the CTA has rendered its decision without taking into account the ongoing discussions between the cities of Gatineau and Ottawa, as well as with local Members of Parliament, with respect to the future potential use of the [bridge] in connecting our two transit systems."

Watson wrote it would take two to three years to get the bridge ready, rather than the 12 months imposed by the agency, and he said he doesn't believe are any viable groups with enough money to run rail over the bridge.

A group called Moose Consortium Inc. has submitted plans for a rail line over the bridge that would go around Bayview Station and service outlying communities such as Smiths Falls, Casselman, Arnprior, Montebello and Wakefield.

That group reported the rail line's removal in 2016 to the CTA, and claims it can pay the \$50 million it estimates it will take to fix the bridge.

Advocates want action on disused rail bridge

A group advocating for the Prince of Wales Bridge is asking federal Transport Minister Marc Garneau to not let the City of Ottawa off the hook so easily when it comes to the interprovincial crossing.

The grassroots Ottawa River Bridge (ORB), which has a core group of about five people organizing the effort, wrote to Garneau on Monday suggesting that the federal cabinet shouldn't rescind an order from the Canadian Transportation Agency (CTA).

The order compels the city to restore the rail line north of Bayview transit station so that it would be operable within 12 months of the agency giving running rights to another rail company. The order also applies to the city-owned bridge spanning the river. The other option offered by the CTA is for the city to discontinue the line, effectively removing the city's control.

The city wants Garneau to step in and is also asking the Federal Court of Appeal to consider hearing a challenge to the CTA's decision.

"The concerns expressed by the City of Ottawa are legitimate. Still, we believe that rescinding this decision would allow for the city's inaction on the bridge and railway to continue," ORB member Elena Prokopenko says in the letter to Garneau.

The ORB would rather Garneau vary the order. The group suggests a one-year extension that would see the city return to the CTA and explain its intended use of the bridge. By April 30, 2019, the city should present a three-year strategic plan to bring the bridge to a state where it can be operational within 12 months, the ORB says.

"In addition, you may wish for the City of Ottawa and Ville de Gatineau to report back to your office in April 2019 to provide an update on their discussions regarding interprovincial transit, an activity that Mayor (Jim) Watson committed to in his 2018 State of the City address," Prokopenko says in her letter to Garneau.

The city doesn't have the money to fix the bridge and return it to an operational rail line. It's part of the city's long-term transit plans " Watson calls it "Phase 3B" of the third stage of LRT, with Phase 3A being LRT to Kanata " but there's no timeline. The mayor is against spending \$10 million to temporarily repurpose the bridge as an interprovincial pedestrian and cycling path.

In his own letter to Garneau earlier this month, Watson complained that the CTA made its decision without considering the discussions between local politicians about connecting the Ottawa and Gatineau transit systems using the bridge.

The CTA started the investigation after receiving information from the Moose Consortium, which raised concerns about the city removing tracks near Bayview station during the construction of the joint Confederation Line and Trillium Line station. Moose (standing for Mobility Ottawa/Outaouais: Systems and Enterprises) has ambitions of starting an interprovincial rail network using the Prince of Wales Bridge.

24/03/2018 CBC News

Maniwaki

Wakefield

Wakefield Train Plan Gets Thumbs Up from Man Who Kept Locomotive Running

Ottawa Ontario - A new plan to bring train travel back to Wakefield, Quebec, has the blessings of the man who kept a historic locomotive going for nearly three decades.

Doug Simpson, 93, worked for 29 years as a maintenance supervisor at the pulp and paper plant in Thurso, Quebec, where locomotive number 10 once was used. The Bytown Railway Society, which currently owns the locomotive, has offered up the use of the small diesel-electric locomotive and a passenger car to a group that would like to see it operate in west Quebec.

"That'll be the real, real, thing. You can't go wrong with that," said Simpson about the durability of the 1924 locomotive on offer.

Lumber was drawn from the vast forests north of the plant, shipped by train and milled in Thurso until the operation was sold in 1964.

Simpson recalled how his employer once sent him to General Electric's manufacturing facility in Pennsylvania for instruction on how to keep equipment like the historic locomotive running.

"They're simpler than a six-cylinder car, and more serviceable. There's no end to it," he said.

Stopped Running in 2011

It's been seven years since the Hull-Chelsea-Wakefield tourist steam train stopped running after a storm washed out the tracks.

In 2011, the Outaouais Tourism Board said the train brought in 50,000 to 60,000 tourists into the region each year, generating close to \$10 million for the region.

A group that includes Wakefield businessman Marc Fournier has now proposed using the smaller, diesel-electric locomotive on a 4.3 kilometre run between Morrison's Quarry, south of the village, and the end of the line in Wakefield.

"There's a glimmer of hope because the train in question is much smaller," explained Fournier earlier this month.

A major hurdle, however, is whether the weight of the diesel-electric locomotive can be supported by a culvert scheduled to be built under the rails in the village's south end later this summer.

The culvert wasn't designed to carry the load of the original steam train.

Fournier's group has been asked to hire an engineer to assess whether the culvert can bear the weight of the lighter locomotive.

Trying to Get the Municipality on Board

Another obstacle to returning a train to Wakefield is a council that could have new priorities.

The new mayor of La Peche, Guillaume Lamoureux, said he wants council to examine the feasibility of rail traffic in Wakefield, given the long history of failed attempts.

Lamoureux told CBC News he's working with municipal staff to formally summarize those efforts in order not to repeat mistakes or "entertain false hopes."

"One of the biggest challenges is to get local buy-in," said Philip Jago, a Bytown Railway Society volunteer working to restore the historic coach by January.

Jago said the Railway Society is offering to donate and maintain the diesel-electric system.

He said the cost of moving the locomotive and its car from storage in Ottawa to Wakefield is likely less than \$500,000.

As for Fournier, he said he's optimistic that once the culvert analysis comes out in his group's favour, the municipality will "recognize the project is viable and get on board."

Connection to Guy Lafleur?

Mythology around the number 10 locomotive sometimes connects it to hockey legend Guy Lafleur, who wore the number on the back of his Montreal Canadiens jersey.

Lafleur is probably Thurso's most celebrated son, and a statue of the five-time Stanley Cup winner stands in the middle of the town.

His father Rejean started as a welder at the Thurso wood plant when he was 14, following in his own father's footsteps.

Simpson worked with both men, but is quick to debunk any connection between the locomotive and the famous hockey player.

The engine merely took its number sequentially, Simpson said, coming as it did after locomotives eight and nine.

"There is no connection to Guy Lafleur, No, no, no," laughed Simpson. "That's all BS."

Five held after Kingston-area chase ends in train collision

Five men are in custody after the vehicle they were in struck a Kingston police cruiser and then, after a chase by provincial police, was hit by a passenger train near Bath Thursday afternoon.

After hitting the cruiser, the suspect vehicle headed to Highway 401, taking the westbound lane. Loyalist OPP officers spotted the vehicle, and saw it exit at County Road 6 and head south.

When it turned off the highway, two passengers jumped out and fled on foot.

They were quickly arrested. The southbound vehicle then turned east onto the railway tracks near County Road 7 and McIntyre Road, north of Bath, just west of Kingston.

The suspects left the car and were then collared by police.

The now-empty vehicle was parked on the shoulder of the railway tracks and it was sideswiped by Via Rail train 64, which was heading to Kingston, then on to Montreal.

County Road 7, about six kilometres north of the village of Bath, was closed to traffic for several hours after the collision.

Passenger Carrie Schipper said her train, travelling from Toronto, stopped at about 2 p.m. at the crossing between McIntyre and Ham roads in Loyalist Township.

"All of a sudden to the left side of me, facing north going east, there were at least eight police officers and I saw a couple with rifles," Schipper said.

Via officials told the passengers there were no fatalities, Schipper said. They were then told the train would be stuck there for at least two hours while police investigated the scene.

"We were told they were arrested and they have to clear the tracks," she said.

The five suspects were handed over to Kingston police.

Tourists and History Lovers Flock to Canada's First Railway Tunnel

Brockville Ontario - Tourists and historians are once again flocking to Canada's first railway tunnel in Brockville, home to stone walls, century-old mineral deposits, and a brand new light show.

The tunnel opened for its second season Saturday, after its debut in 2017 made it one of the top tourist sites in Ontario, said Brockville councillor David LeSueur.

"The city has made it completely safe and added the light show and music," said LeSueur, who worked on the tunnel for seven years and spoke with CBC Radio's In Town and Out, Saturday.

"It's something for everyone."

The 525 metre stone tunnel, built between 1854 and 1860, runs through the downtown core of the city

It was initially built for the Brockville & Ottawa Railway.

The tunnel was last used for train travel in 1970, and the City of Brockville acquired it more than a decade after.

In August 2017, the city reopened the tunnel as a tourist attraction.

Although the rail tracks have been removed, the tunnel features a light show that highlights its engineering, architectural, and geological features.

LeSueur, who also chairs the Brockville Railway Tunnel Committee, told In Town and Out that its original walls remain untouched.

"There's a little bit of water that drips on you in certain areas. You'll see stone work. You'll see an area that they used gun powder to blast through the rock," he said.

"It comes out to the north end of the city near the CN tracks, and the line used to go all the way up to Ottawa."

Roughly 25,000 visitors walked through the tunnel during its debut weekend last year, LeSueur said.

"A lot of people say that, at the end of the day, it calms them down," he said.

"Kids like to dance to the music. Historians and photographers are hard to get out of there. They love the architectural features and the mineral deposits that have been built up for 150 years plus."

This year the tunnel reopened around Easter, LeSueur said, to welcome back families during the long weekend.

It was even home to an Easter egg hunt this year, he added.

"All the citizens of Brockville were thinking we should open it as a tourist attraction," he said.

"It's a fantastic site.

Chance Missed to mark LRT Milestone

The first LRT train travelled through the downtown tunnel on the weekend, right to the edge of Tunney's Pasture.

One would have thought, \$2 billion and five-plus years later, this would be cause for celebration. Where was the magnum of champagne being rapturously smashed on the bow (the bumper?) of the train - the ribbon-cutting by Watson-Naqvi-Chiarelli-McKenna Inc., the appearance of the town crier and Dave Smith? Instead, we had a tweet from the mayor on a Saturday afternoon. Then - hang on - some retweets!

This was a lost opportunity, in other words. But this has been the story with the whole building of the LRT. There has, I think, been a failure to engage the public in pride-building in the biggest project the city has ever undertaken. Mass humility, dearest Ottawa, is overrated.

You know, people love watching things being built. This is why they cut holes in hoarding when a highrise goes up, because everyone has a little kid inside them. We want to see. When they did that rapid bridge renewal on the Queensway, for Pete's sake, they had to install bleachers for all the curious.

During tunnel construction, I wondered why someone didn't mount a webcam so we could peek at daily progress. Why not tell us how many feet they crunched through every day? Where was the boatload of hoopla when the tunnel was finally finished? I mean, I once watched an entire documentary on the making of the Chunnel from England to France. Fascinating.

Where was our riveting story of human achievement by mighty machines? Untold.

These people have ripped up downtown (for years), gummed up Scott Street (for years), rerouted our daily flow. Can't we have the odd high-five?

Why, too, isn't there a trainfacsimile on display somewhere so people can at least have a look inside?

(I see by the web - where we're to learn everything - the train has 14 doors, carries about 300 but with only 120 seats and will travel an average of 35 km/ hour.)

Why, too, isn't there an LRT office downtown that brags about the great stuff we're doing, with models and mock-ups and answers to every question we might possibly have?

Oh, for the days of Guy Laflamme and his heart-stopping, fire-breathing Godzillas to chase the bores away!

And it isn't just me. Here was a followup tweet from Graham Richardson at CTV Ottawa to the transit commission boss, Stephen Blais: "How about allowing a camera down there and we will do a live show? I have been asking for months."

Instead we had this tweet from His Worship: "An incredible and exciting view from inside the LRT tunnel! A train has gone underground just after uOttawa station, travelled through Rideau, Parliament & Lyon stations and emerged at the West portal, just before Pimisi station! It's on it's way to Tunney's!"

David Jeanes is president of Transport Action Canada and a pretty wise man when it comes to all things rail. He agreed the city missed a chance to put on braggly boots and blast its own horn on the weekend.

"I agree. You'd think when there's a good news story, it would be good to have the media and the public aware of it."

He's been watching the construction of LRT pretty closely, partly by relying on weekly updates from the Confederation Line website.

"It's not really engaging the public as well as it could. And I think for a project of this cost, you could certainly afford to have a lot more public information."

After the fiasco of the Rideau Street sinkhole, one might have thought completion of this tricky section - and the tunnel itself - would be a milestone worth a holler or two.

"The actual day that they broke through was never announced," Jeanes said.

"In the east end," he said, "the Blair and Cyrville stations are virtually complete, as are the Belfast yards. Would it be so hard to have public tours one weekend?"

In 2017 we had Kontinuum, after all, during which tens of thousands managed to take an underground acid trip through the partially built Lyon station without actually perishing."

Public safety is obviously an issue and there may be an abundance of caution being exercised by Rideau Transit Group, which is building the system under contract. It may suit them just to finish the job and hand over the keys, forgoing the dog-and-pony part.

But a thing to remember about a paying audience: We love a dog, we love a pony, we don't love a tweet.

The city responded to our inquiries with the following statement:

"An O -train Confederation Line train was moved from the eastern alignment to the western end over the weekend. This move was part of the testing and commissioning of the train, tracks and guideway. As testing schedules shift due to a number of factors, it was not possible to hold a media event at a precise time. Testing from Tunney's Pasture and the West Portal will now occur on a regular basis, as has been underway for several months from Blair to uOttawa Station.

"The City of Ottawa and RTG are focused on meeting the revised Revenue Service Availability date and launching a reliable, efficient and environmentally friendly LRT system in November of this year.

"Updates on the progress of construction and testing are provided at the Finance and Economic Development Committee. The next update on the Confederation Line will be presented on May 1, 2018." - Steve Cripps, director, O -Train construction

City gets more time to figure out future of Prince of Wales Bridge

City had been ordered to either sell the bridge's rail line or ready it to reopen

The city will get more time to respond to an order to reopen the Prince of Wales Bridge to rail traffic.

Earlier this year, the Canadian Transportation Agency (CTA) ordered the city to take the steps so the bridge could be put into service within 12 months or to go through the formal process of discontinuing the line, which includes putting the bridge up for sale.

The city had until this coming Monday to respond.

There are no city plans for the bridge in the short term, but in the long term it has talked about using the bridge to set up a rail link to Gatineau.

As part of light rail construction, the city removed a section of the line, running north of Bayview Station toward the bridge, and built part of the Bayview station structure over it.

The rail bridge itself has also been closed off.

Moose Consortium Inc., a group that has had ambitions of offering rail services to outlying communities in Quebec and Ontario filed the initial complaint with the agency.

Deadline now tied to court ruling

After the CTA issued their order, Mayor Jim Watson wrote a letter to Transportation Minister Marc Garneau asking for a review.

The city also filed an appeal of the CTA's order with the Federal Court of Appeal.

So far the court has not yet agreed to hear the city's case, so the CTA has given the city an extension.

In a memo to council, Rick O'Connor, the city's clerk and solicitor said the CTA has agreed to give the city 30 days after the court's decision to respond.

The 30-day deadline will start either after the court declines to hear the case or 30 days after the appeal process is finished if the court does decide to hear it.

Watchdog eases deadline for decision on bridge

The Canadian Transportation Agency (CTA) has granted the City of Ottawa an extension to decide the fortunes of the Prince of Wales Bridge.

On Feb. 16, the CTA ordered the city to make a decision by April 30 about whether it would restore the Ottawa River Line — which includes the Prince of Wales Bridge — to functional status within 12 months.

The city appealed the order to the Federal Court of Appeal.

On Friday, the CTA granted the city an extension because the appeal hasn't yet gone to the court.

In a memo from city clerk and solicitor Rick O'Connor to Mayor Jim Watson, council, and the transit commission on Friday, O'Connor said the CTA has agreed to a 30-day deadline after the court makes its decision, or after the appeal process.

The City of Ottawa bought the bridge from the Canadian Pacific Railway in 2005 for a future rail project.

The city intended to use the bridge as an LRT conduit from a proposed Bayview station to Gatineau's transit system, but has not made concrete plans for any such project.

In September 2017, the city told the CTA that it could take two years to realign the tracks and to become fully functional.

Construction began in 1880 on the original Prince of Wales Bridge, which was named after Albert Edward, Prince of Wales, who eventually became King Edward VII.

In 1926, the Canadian Pacific Railway spent \$750,000 on upgrades to the bridge, which were completed by February 1927.

04/05/2018 *Ottawa Citizen*

Ellwood

Prince of Wales Bridge

The Federal Court of Appeal has agreed to hear the city's arguments opposing an order to fix the Prince of Wales Bridge, council learned Thursday.

Federal Transportation Minister Marc Garneau has also asked the city to send him information about the case so he can bring the matter to cabinet, city clerk and solicitor Rick O'Connor told council.

Mayor Jim Watson wrote to Garneau in early March asking for his intervention after the Canadian Transportation Agency (CTA) forced the city's decision on the future of the old rail bridge between Ottawa and Gatineau.

The CTA gave the city an ultimatum: Discontinue the rail line, or fix the bridge so that it could be used by another rail operator 12 months after being notified by the agency.

Watson told Garneau the CTA didn't consider the ongoing discussions between the cities of Ottawa and Gatineau about the bridge's future in connecting the municipal transit services. Ottawa's Trillium Line stops at Bayview station, just south of the bridge.

Cabinet could uphold, vary or rescind the CTA decision. Watson wants the decision rescinded.

The City of Ottawa owns the bridge but it's not ready to spend money on the repairs. Watson has also ruled out spending \$10 million to install a cycling and pedestrian path across the bridge deck, characterizing it as a waste of money if the city has ambitions to return the bridge as a crossing for trains. No one is allowed on the bridge. The CTA investigated the bridge, and the rail line between Bayview station and the bridge, after the Moose Consortium complained about the city removing tracks during the construction of Bayview station, which is a joint Confederation Line and Trillium Line station.

The court stayed the CTA's order until there's a decision on the city's appeal. The court has not set a date for a hearing.

12/05/2018 *CBC News*

Ellwood

Prince of Wales Bridge

Prince of Wales Bridge gate broken over and over and over again

Since it was installed in September 2016, repairs have cost nearly \$15,000, city says.

After the City of Ottawa installed cheaper fencing than it wanted to keep people off the abandoned Prince of Wales Bridge, it's had to be repaired dozens and dozens of times because people keep breaking in.

The chain-link gated fencing was installed in September 2016, along with some no trespassing signs, at a cost of about \$46,000.

There were different chain-link fences and signs in place before then, but they fell into disrepair and were repeatedly vandalized by people looking to cross the bridge on their bikes, eat picnics, watch the sunset, and just hang out.

In response to mounting safety concerns about ongoing illegal use of the bridge, Transport Canada - which still regulates the disused railway crossing — wrote to the cities of Ottawa and Gatineau in December 2015, asking them to "permanently barricade the bridge to stop trespassers."

City planned to install better fence

The City of Ottawa planned to spend about \$250,000 to install more rigid and secure gates, but after public outcry, the city decided to spend just \$46,000 on a different chain-link fence and more trespassing signage.

The new fence was installed in September 2016 and was broken into just hours later.

Since then, it's been repaired well over 50 times at a cost of nearly \$15,000, wrote Troy Charter, the city's director of transit operations, and Laila Gibbons, the city's director of parks, forestry and stormwater services, in an emailed statement.

(Specifically, there have been 46 repairs from April 2017 to present. The city was unable to immediately provide the number of repairs from September 2016 to April 2017, when a formalized work order tracking process was not yet in place.)

The cost includes fixing fences cut along Lemieux Island (which the rail bridge crosses), fixing fences along pathways and the former railway area, repairs to the gates at the north and south end of Lemieux Island, and replacing vandalized signs along the fence and gates.

Fencing was broken through as of this writing, and Charter wrote that a service order is currently open for repairs by Public Works and Environmental Services staff.

After the cheaper fencing option was installed and broken into the same day, Coun. Jeff Leiper warned that if people keep vandalizing it, "the city is almost certain to go ahead and in order to protect itself from liability ... put in place that more expensive solution."

Gibbons wrote in a statement Friday that there are currently "no plans underway to discuss alternative fencing."

Leiper was unavailable for an interview Friday.

The truss bridge was built in 1880 and its rail line operated for decades until it was eventually abandoned. Then the City of Ottawa bought it for about \$400,000 in the mid-2000s.

The bridge has been included in transportation plans as a potential future LRT extension or multi-use path to Gatineau, but has been kept closed in the meantime with chain-link fencing.

Candidates pitch ideas for Prince of Wales Bridge

The provincial Liberals are using the city's Prince of Wales Bridge as an election pawn.

However, they aren't promising money to fix the historic Ottawa River crossing. They're only offering their ears.

Local Liberal candidates said Wednesday that they would work with the City of Ottawa on any proposal or funding request to restore the bridge for LRT.

On the crossing to Lemieux Island with the Prince of Wales Bridge in the distance, Yasir Naqvi, the incumbent MPP for Ottawa Centre, suggested it was too early to talk about how much money the province would kick in.

"We want to start that conversation with the city," Naqvi said. "I think this is an amazing opportunity to start talking about revitalizing this bridge."

There's municipal momentum on both sides of the river. Ottawa and Gatineau have regular meetings about interprovincial transit issues, including the future of the Prince of Wales Bridge.

It's also a good year for politicians to make promises. The Ontario election is June 7, a general election in Quebec is scheduled for Oct. 1 and the municipal election in Ottawa is Oct. 22.

Both Quebec's Liberal Premier Philippe Couillard and Parti Québécois Leader Jean-François Lisée have said in recent weeks they would look favourably on funding requests from Gatineau for light-rail development in the city's west end, near the Prince of Wales Bridge.

Including the feds, there are five governments that could play a funding role in the bridge.

"We are really starting to see the stars aligning and we as a team want to, from Ontario's perspective, work on this, and part of that conversation is first to determine exactly what is going to be the cost, what needs to be done to stabilize the bridge and make it part of the LRT network," Naqvi said.

On the Ontario side of the river, the bridge crosses into the riding of Ottawa Centre.

Of the Liberals at the announcement, Ottawa West-Nepean incumbent MPP Bob Chiarelli probably has the most interesting connection to the bridge. He was Ottawa's mayor when the city finalized the purchase of the bridge in 2005, along with a CP Rail line, which is now the Trillium Line. The vision was to one day use the bridge for a transit link to Gatineau.

"There is still a tremendous opportunity there," Chiarelli said, pointing out bumper-to-bumper traffic on the Sir John A. Macdonald Parkway during the morning commute that could be reduced with a rail link to Gatineau.

Past estimates put the cost of necessary bridge repairs for rail between \$20 million and \$40 million.

The city's transportation master plan doesn't consider using the bridge for rapid transit for at least another 13 years. Mayor Jim Watson in recent months has been lumping the bridge into a Stage 3 LRT expansion, which is primarily a blueprint to extend tracks through Kanata. The bridge would be a separate project, possibly within the same time frame as Kanata LRT.

Still, there are no firm plans for either project since the city has no money for construction. It hasn't even started building the Stage 2 LRT extensions yet, or for that matter, opened the Stage 1 crosstown LRT.

The game-changer could be the LeBreton Flats redevelopment and downtown relocation of the Ottawa Senators. If that happens, there will be an immediate need for a better interprovincial transit link.

The Prince of Wales Bridge is closed, and each summer the city struggles to keep people from trespassing onto it.

Naqvi said the Liberals would also listen to pitches for a repair job that would bring the bridge up to snuff for a pedestrian and cycling path, something that Watson has rejected as being a waste of \$10 million since the bridge will one day be used for rapid transit.

20/06/2018 *CBC News*

Otrain

Gatineau reveals \$2.1B LRT plan, eyes 2028 launch

Ambitious plan covers 26 km, includes 2 links to Ottawa's light rail system

Gatineau has unveiled its ambitious vision for a 26-kilometre, \$2.1-billion light rail line that will link the Aylmer and Plateau sectors to its downtown and cross two bridges to connect with Ottawa's growing light rail system.

The city is releasing preliminary plans today, launching a process officials hope will bring electric, above-ground light rail by 2028

One line would start at the intersection of chemin Eardley and boulevard des Allumetières in Gatineau's west end and pass through 18 stations.

It would cross the Ottawa River over the Alexandra Bridge, connecting with Ottawa's Confederation Line at the future Rideau station.

One spur off that main line would cross the Prince of Wales bridge, linking a station at boulevards Alexandre-Taché and Saint-Joseph to Ottawa's Bayview station, itself a link between Ottawa's north-south Trillium Line and east-west Confederation Line.

A second spur would do a near-loop through Gatineau's Plateau neighbourhood, starting at Alexandre-Taché and boulevard Saint-Raymond, then following boulevard du Plateau and chemin Vanier to des Allumetières, passing through 12 stations.

The light rail line would connect to the Rapibus line at the Alexandre-Taché/Saint-Joseph station.

In its presentation, the city said it wants a reliable, efficient, environmentally friendly link between the fast-growing west end and Plateau areas and the jobs in Ottawa-Gatineau's core.

Gatineau will now embark on nearly two years of study and consultation on the plan, and hopes to have a final design ready by March 2020.

After that would come environmental assessments, construction and the launch of the service by 2028.

Gatineau city council has already approved the planning process, but would also have to approve any final concept.

No funding plan

The project is still at its earliest stage, and it's not clear who will pay for the multi-billion dollar line.

"I don't want to get into that discussion now, we will get there," said Gatineau Mayor Maxime Pedneaud-Jobin.

"But I think we will find solutions because it's good for all of us."

He said he expects a funding agreement to be signed shortly. Gatineau plans to ask the federal and provincial governments to foot the majority of the bill.

Quebec Premier Philippe Couillard, who is leading his party into an election on Oct. 1, has pledged to support a light rail line in Gatineau that would connect to Ottawa.

Pedneaud-Jobin said he wants to get all political parties running in the next Quebec election on-record as supporting the line.

Hull-Aylmer Liberal MP Greg Fergus has long been a supporter of a light rail link between Aylmer and downtown Gatineau.

Ottawa won't pay, mayor says

The City of Ottawa owns the Prince of Wales bridge, but Gatineau and its partners will fully fund any future rail crossing, Ottawa Mayor Jim Watson told his council colleagues in an email forwarded to CBC News. He would not agree to an interview because he had not been fully briefed on the proposal.

"The approach supports both transit agencies' long term objectives of a fully integrated system, reducing the number of buses on our roads, eliminating gridlock and air pollution, and encouraging the use of public transit and active transportation," Watson wrote.

Watson told councillors that while he supports Gatineau's preliminary plan, his own long-term transit priority remains getting trains to Stittsville and Barrhaven.

He promised Ottawa will be consulted at every stage of Gatineau's LRT study, and said council will evaluate the impact on this city's transit system when

Gatineau completes its study in 2020.

Copper-hunting cable crook hits Trillium Line

JON WILLING jwilling@postmedia.com [Twitter.com/JonathanWilling](https://twitter.com/JonathanWilling)

A crook, likely hunting for valuable copper, cut a signal cable on the Trillium Line while the trains were in service during the morning commute Tuesday. The rail line was still down Wednesday morning and OC Transpo wasn't sure when it would be running again.

Troy Charter, director of transit operations at Transpo, said trains had been running up until around 7:30 a.m. Tuesday when the signals suddenly stopped functioning.

"This is critical infrastructure for our system," Charter said Wednesday. "The system relies on it to remotely control the switches and to set the stop and go signals for the trains. When we got that notification, the trains immediately stopped and we couldn't continue with service."

Charter said Transpo doesn't want to speculate, but it believes the crook was looking for copper.

"There was some cabling that was cut and removed," Charter said, but he declined to say where the damage happened for security reasons or if it was in the same place as a similar incident in March 2017. "We don't want to invite this from occurring," Charter said. "It's highly dangerous for people to be accessing the right-of-way when there's train movements going on."

Transpo special constables are working with Ottawa police on the cable heist. Charter said there are closed-circuit TV cameras in the area and any footage will be turned over to police.

The transit agency has been trying to reduce the number of cablecarrying poles along the tracks. The signal cables at various heights descend into housing units that power the system. Charter said by the end of this year Transpo will have eliminated the poles.

Charter didn't know how much the wire would cost to replace or how much revenue might be lost because of the train outage. Transpo has been running the parallel Route 107 bus service while the train is down.

"For us, it's the impact to the system the impact to our service and it's the inconvenience to our customers," Charter said. "We do immediately set up replacement Route 107 bus service, but the train has proven to be reliable and is very much a value-added part of our transportation network."

Trillium Line operations started at 6 a.m. Tuesday. The rail service was running fine until the signals went down about 90 minutes later, which suggests the crook might have been taking a big risk while trains were roaring down the track.

"It is highly dangerous and there are trains going through there. We have a very frequent service so it's very dangerous to do that," Charter said. "But the important for us here is the safety features of the system worked and we were immediately notified and unfortunately we're dealing with inconvenience for customers and it's taking a while to rectify the problem, but we'll get the system going as soon as possible."

Charter couldn't say if the Trillium Line will be operating again on Wednesday.

It's one thing to fix the cable, but Transpo needs to run several tests to make sure the signals are working before trains can resume carrying customers.

The Confederation Line LRT, which is scheduled to open in November, uses technology that runs cables underground and a wireless network. There won't be any overhead wires except for the energized overhead catenary lines that power the trains, Charter said.

"They're very, very different systems and different measures in place," Charter said.

"With the Stage 2 of the Trillium Line, with that expansion, and with the work we've been doing the past couple of years removing the poles, we believe we're effectively removing the problem on the Trillium Line."

09/07/2018 Brockville Recorder

Kingston (CN)

Johnstown

JOHNSTOWN A new rail-to-road fuel terminal will be the latest addition to a growing railyard near the Port of Johnstown, bringing as many as 10 new jobs.

Greenery Fuels Canada announced Monday it will build a new rail-to-road fuel supply terminal in the Johnstown railyard.

The new terminal will feature a new fully-automated truck loading system allowing road vehicles to load fuel products directly from rail tank cars, with 24/7 truck-loading capability, the Saint John, New Brunswick-based company announced in a media release.

The terminal will be "securely located" within the Canadian Rail Equipment Works and Services Inc. (CREWS) facility and will be operated by CREWS, added officials at the company, a supplier and distributor of fuels that originated in the United Kingdom and entered the Canadian fuel market in 2013.

They added this will be Greenery's third rail-to-road facility in Ontario, along with terminals in Concord and Thunder Bay.

Edwardsburgh/Cardinal Township Mayor Pat Sayeau welcomed the chance to speak publicly about the new project.

"We've been waiting for it for quite a while," said Sayeau, adding talks had been going on "for quite a while."

"We knew that they were intensely interested in that location," added Sayeau.

Greenery Fuels Canada's chief executive officer, Mike Healey, could not be reached for direct comment Monday.

In an email to The Recorder and Times, Healey said staffing levels have not yet been determined.

"Greenery plans to have commercial representation in the region with 1-2 account representatives stationed in Eastern Ontario at a minimum. Kinley Construction will be hiring local labour and subcontractors to perform the construction work and anticipate needing 4-8 full time employees," wrote Healey.

"We are still working through eventual staffing levels (terminal management/operators) with our partner CREWS who will be operating the facility. Our primary concern as always is making certain that the facility is staffed such that health/safety as well as environmental and operational integrity are at all times maintained. CREWS estimates this will be around 10 additional employees."

It's the latest piece of good news for the rail facility located across County Road 2 from the Port of Johnstown and west of the Giant Tiger distribution centre.

In early February, CREWS completed the first phase of its rail trans-loading facility adjacent to Johnstown's industrial park, with CREWS president and chief executive officer Clayton Jones joining dignitaries in the ceremonial driving of the last spike.

"I am excited to move forward with this project with Greenery and be a part of positive economic growth in Eastern Ontario," Jones said Monday in a prepared statement.

Construction of the new fuel terminal is set to begin later this summer and take a year.

Once the terminal is operational, Greenery aims to supply regular gasoline (E10), premium gasoline (PUL) and ultra-low sulfur diesel to retail gas stations and industrial customers in the region.

Sayeau said the township's community development committee has given the necessary approvals for the second phase of the CREWS railyard, with township council's finance committee expected to OK the decision later Monday.

The Greenery development will be phase three, said Sayeau, who expects the approval process to go smoothly.

City asks feds to wait on Prince of Wales Bridge appeal while repair order challenged in court

Jon Willing Updated: July 13, 2018

The City of Ottawa has asked the federal Liberal government to hold off on considering an appeal over the Prince of Wales Bridge, believing it has a good shot at overturning a repair order in court.

The Canadian Transportation Agency last February ordered the city to either discontinue the rail line and bridge or make them ready to use within 12 months of receiving notice.

The city thinks the order is baloney.

In documents filed in the Federal Court of Appeal on June 29, the city says the CTA doesn't have the power to investigate if a rail line has been discontinued, and even if it does, the agency is exceeding its jurisdiction by "imposing non-existent maintenance standards" on the rail line. Only the federal minister of transport has the power to issue maintenance orders, the city says.

There is no hearing date yet at the Federal Court of Appeal.

The CTA decision stems from a complaint by a group called Mobility Ottawa-Outaouais: Systems and Enterprises, or Moose. The group has dreams of creating a regional rail system using the Prince of Wales Bridge as an interprovincial link. After seeing that the city dug up some tracks near Bayview station, Moose claimed the city has discontinued the line.

The city had to remove tracks to build the new Bayview O-Train station. The city says it has plans to realign the track. Nothing compels the city under the Railway Act to operate a rail line, or even maintain it in a state of ready-to-use service, the city says in the court filing. Fixing the line for a third-party group, like Moose, would provide a "financial windfall" to a private venture, leaving property taxpayers picking up the tab, the city says.

"The decision compels the city to make significant capital expenditures for no current and likely no future value to Ottawa taxpayers," the city says in a notice of appeal. "It is disruptive to municipal planning involving both the city and Gatineau and does not take into account the city's existing efforts to develop a well thought-out, open, comprehensive, and collaborative regional transportation mandate."

It would take three years alone to fix the bridge, the city says. Realigning the tracks around Bayview station would take two years.

After receiving the CTA order, the city launched a two-pronged strategy to block the decision. The city convinced the court to hear its appeal and asked federal Transport Minister Marc Garneau to bring the matter to cabinet, with hopes the Liberals would quash the CTA order.

Now, the city is asking Garneau to suspend the request for cabinet intervention to prevent the possibility of conflicting decisions. If the city doesn't win at court, it will ask Garneau to take the matter up with cabinet, according to the city's legal department.

The City of Ottawa owns the historic bridge. It bought the structure and the Trillium Line corridor from CP Rail in 2005 to protect a potential Ottawa-Gatineau rail link in future transit plans.

The bridge is also part of the City of Gatineau's recently announced \$2.1-billion LRT plan.

While the cities collaborate on interprovincial transit, there has been no public discussion about who would pay for the bridge's rehabilitation, expected to be in the tens of millions.

The City of Ottawa has its hands full with its own LRT planning. Ottawa will break ground of the second phase of LRT after opening the first phase, scheduled for November. The conversation will then move to the third phase to Kanata and Barrhaven, and possibly the interprovincial transit connection using the Prince of Wales Bridge.

The city is currently on the hunt for an engineering consultant to recommend ways to make preventative repairs on the bridge. A request for qualifications asks for firms that can provide professional guidance on the bridge's substructure.

According to Alain Gonthier, the city's director of infrastructure services, there isn't a new timeline established to renovate the bridge. "Maintaining this structure aligns with the city's comprehensive asset management program and is being done as part of a regular maintenance program," Gonthier said.

17/07/2018 CBC News

Winchester

De Beaujeu

Cleanup Begins After CP Train Derails West of Montreal

Saint Polycarpe Quebec - No one was hurt and no dangerous goods were spilled after a freight train derailed in Saint Polycarpe, west of Montreal, Monday evening.

About 25 cars of the Canadian Pacific Railway (CP) train jumped the track just before 19:00 according to local fire chief Michel Belanger.

The train was heading eastbound near a level crossing at de Beaujeu Road when the cars derailed.

Some of the cars contained diesel and propane, but the only one that leaked was carrying vegetable oil.

One of the propane tankers is at the bottom of a nearby river, according to Saint Polycarpe Mayor Jean-Yves Poirier, adding he believes it was lucky nothing caught fire or exploded.

"We can't help but think about Lake Megantic when these incidents happen," he said.

"Every day, all sorts of merchandise crosses through the town that then crisscrosses municipalities all over Canada. The country was built on the railway network, so we have to deal with it."

Public Security Minister Martin Coiteux, speaking from the scene Tuesday morning, said it makes sense that this incident would remind people of Lake Megantic, especially since the fifth anniversary of the deadly rail disaster was two weeks ago.

"Whenever we have an accident like this one, people are reminded of that horrible tragedy," he said.

Investigation Underway

The cause of the derailment is still unknown.

A number of CP workers, including its emergency response team, are at the scene evaluating the damage to the track and cleaning up.

An investigator from the Transportation Safety Board (TSB) is at the scene assessing the situation.

Coiteux said he will wait to see what conclusions are drawn from that investigation and "if there are additional steps that have to be taken to ensure more safety of railway transportation of hazardous material, the right decisions have to be taken."

It is unclear what impact the derailment will have on CP service.

A spokesperson has not yet returned a request for comment.

A spokesperson for VIA Rail said its service is not affected because its trains do not run on CP tracks in that area.

Public Health Minister Lucie Charlebois represents Saint Polycarpe, which lies about 70 kilometres from downtown Montreal.

She was at the site Monday night and again Tuesday morning and says she has briefed Premier Philippe Couillard on the situation and will attend future briefings with CP.

Coiteux said he has been in touch with CP to make sure the cleanup goes smoothly and is reassured that the railway is taking the situation seriously.

The next step is to remove the contents of the derailed cars and cart them away without harming the environment or putting nearby residents at risk.

"CP has a commercial interest in restoring this site as soon as possible, but our main concern, our immediate concern, the most important concern is that those things have to be done with the concern for the security of the people," he said

No danger after freight train derailed in Saint-Polycarpe near Quebec-Ontario border.

Quebec's public security minister offered assurances Tuesday that nothing leaked into a nearby river after a Canadian Pacific freight train derailment just east of the Ontario border.

The Quebec Environment Department says 25 of the 95 rail cars derailed near Saint-Polycarpe on Monday night, but officials said there were no injuries or evacuations.

Canadian Pacific teams were working Tuesday to re-establish traffic on the rail line, which is used to transport goods between Halifax and Vancouver. Public Security Minister Martin Coiteux, who visited the site of the derailment Tuesday, said "the situation was firmly under control, there were no leaks and at no moment was the safety of the population compromised."

"A rail line has to be repaired, but before everything else, the tanker cars with dangerous materials have to be emptied and then removed," he added.

"These operations will be done with the maximum of precautions" in the best interests of the safety of the people who live nearby and to avoid any leaks that could damage the environment " particularly the water."

Saint-Polycarpe Mayor Jean-Yves Poirier said Tuesday that one tanker car containing propane fell into the Delisle River. Four other propane tankers as well as rail cars that contained diesel fuel and vegetable oil ended up on the embankment.

Fire Chief Michel Bélanger told reporters that any risks were eliminated Monday evening.

"There was actually no danger - either to residents or to the firefighters who intervened," he said.

It's not known yet what caused the derailment and investigators from the Transportation Safety Board of Canada were on the scene.

Lucie Charlebois, the local member of the legislature who was on the scene Monday and Tuesday, said freight trains should slow down in densely populated sectors or at level crossings.

"There's still work to be done," she said.

But one TSB investigator indicated Tuesday the maximum speed is 65 kilometres an hour and that the train was travelling at 55 kilometres an hour.

25 wagons dans le champ, un dans la rivière

SAINT-POLYCARPE Un train de marchandises a déraillé en fin de journée, lundi, provoquant un branle-bas de combat du côté de Saint-Polycarpe, en Montérégie.

Selon les premières informations disponibles, jusqu'à une trentaine de wagons auraient quitté la voie ferrée à la hauteur d'un petit cours d'eau, entre le chemin Élie-Auclair et le chemin de l'Église.

Selon les premières informations, le train qui circulait vers l'est a déraillé vers 18 h 50.

Environ 25 wagons ont quitté la voie ferrée à la hauteur d'un petit cours d'eau, entre le chemin Élie-Auclair et le chemin de l'Église.

Parmi eux, quelques-uns sont tombés dans le cours d'eau, a confirmé Michel Bélanger, directeur du service de sécurité incendie de la municipalité de Saint-Polycarpe, sans préciser le nombre exact.

Le convoi de 95 wagons était composé, entre autres, de wagons-citernes avec des cargaisons de diesel ou encore de propane.

«Il n'y a eu aucun déversement pour l'environnement. On a été très chanceux», a précisé M. Bélanger.

Personne n'a été blessé.

Des équipes du Canadian Pacific étaient à pied d'œuvre pour régler la situation le plus rapidement possible.

«Ça peut se régler vite, mais on parle de plusieurs jours pour tout remettre en ordre, réparer les voies et remettre les wagons», a toutefois indiqué M. Bélanger.

On aperçoit dans la photo au moins un wagon-citerne qui a sombré dans la rivière. La circulation a été perturbée pendant plusieurs heures dans le secteur.

Une porte-parole du Bureau de la sécurité des transports a indiqué que l'organisme fédéral enverra un enquêteur sur les lieux de l'accident ferroviaire mardi matin.

La cause de cet incident demeurerait inconnue en début de nuit.

La circulation ferroviaire a été arrêtée, dans les deux sens, sur cette voie qui n'accueille que des trains de marchandises.

From Google Translate:

25 cars in the field, one in the river

SAINT-POLYCARPE A freight train derailed at the end of the day on Monday, causing a stir in Saint-Polycarpe, Montérégie.

According to the first available information, up to thirty cars would have left the railway at the height of a small stream, between the Elie-Auclair road and the path of the Church.

According to preliminary reports, the eastbound train derailed at about 18:50.

Approximately 25 cars left the railway at a small watercourse between Élie-Auclair Road and Chemin de l'Église.

Among them, some fell in the watercourse, confirmed Michel Bélanger, director of the fire department of the municipality of Saint-Polycarpe, without specifying the exact number.

The 95-car convoy consisted of, among other things, tank cars with diesel or propane cargoes.

"There were no spills for the environment. We were very lucky," said Bélanger.

No one was hurt.

Teams from Canadian Pacific were hard at work to resolve the situation as quickly as possible.

"It can be settled quickly, but we talk about several days to get everything back in order, repair the tracks and return the cars," said Mr. Bélanger.

The photo shows at least one tank car sinking into the river. Traffic was disrupted for several hours in the area.

A spokeswoman for the Transportation Safety Board said the federal agency will send an investigator to the scene of the train accident on Tuesday morning.

The cause of this incident remained unknown at the beginning of the night.

Rail traffic was stopped in both directions on this lane, which only receives freight trains.

Freight train derailed in Saint-Polycarpe; no injuries

A freight train derailed Monday evening in the small town of Saint-Polycarpe, in the Montérégie area.

Twenty of the cars on the convoy - four of them carrying propane - came off the tracks just before 7 p.m.

There were no injuries according to preliminary information obtained by the Sûreté du Québec.

Police also said there were no fires or leaks from the propane cars.

The town posted a message on its Facebook page, informing the public that the derailment took place at De Beaujeu Rd., between Élie-Auclair and De L'Église Rds.

Part of the Elie-Auclair Rd. was closed to traffic Monday night.

Saint-Polycarpe officials also said "the municipal and railway authorities are hard at work to resolve the situation as quickly as possible."

The town's fire chief said the accident could have been a lot worse.

Fire chief says there is no danger following train derailment in Saint-Polycarpe. The diesel fuel did not leak nor combust.

The Transportation Safety Board of Canada said it has been made aware of the situation and will send an investigator to the scene Tuesday.

Railway Partially Reopens After CP Derailment West of Montreal

Saint Polycarpe Quebec - One of two railway tracks that runs through Saint Polycarpe has reopened after a freight train derailment on Monday, according to the local fire department.

Fire Chief Michel Belanger said one of the two tracks is open for trains, which will have to travel at reduced speed in the area.

Some 22 cars of the Canadian Pacific Railway (CP) train jumped the tracks just before 19:00 in the town about 70 kilometres west of downtown Montreal.

Crews are still at the scene trying to remove the contents of the derailed cars and cart them away without harming the environment or putting nearby residents at risk.

Only one car, which was carrying vegetable oil, leaked, but a propane tanker wound up at the bottom of a nearby river.

No one was hurt.

The cause of the derailment hasn't been confirmed.

The Transportation Safety Board is investigating.

16/08/2018 *Ottawa City*

Tramway

Ottawa

Tunneling of the north-south portion of CSST is now complete

The tunnel-boring machine emerging through the rocky cliff behind the Supreme Court of Canada on Wellington Street signified a major milestone for the Combined Sewage Storage Tunnel project: the completion of the north-south tunnel.

Tunneling began on Chamberlain Avenue in December 2017, continuing for over two kilometres and up to eight storeys below Kent Street, before arriving at the Ottawa River behind the Supreme Court of Canada. The 250-metre-long tunnel-boring machine will now be dismantled, moved and re-assembled to begin tunneling the east-west tunnel from New Edinburgh to LeBreton Flats later this year.

Like many North American cities, downtown Ottawa has a historic combined sewer system, which uses the same pipes to convey both sanitary and surface-water to our treatment facilities. During heavy rains, this system can become overwhelmed, resulting in some untreated water flowing into the Ottawa River. These "combined sewer overflows" are wastewater combined with rain and debris that washes off our streets.

The CSST, with a capacity of approximately 18 Olympic-sized swimming pools, will greatly reduce the frequency of combined sewage overflows during storms from entering the Ottawa River, and will help protect the river. In addition, the CSST will reduce the risk of basement flooding in several low-lying areas in the city's core, and help future-proof our downtown sewer infrastructure by adding capacity and redundancy.

The CSST is a \$232.3-million project, with the Government of Canada and the Province of Ontario each providing \$62.09 million. The City has committed \$108 million towards this important infrastructure project - a key element of the Ottawa River Action Plan.

02/10/2018 *CBC News*

Kingston (CN)

Morrisburg

The Transportation Safety Board of Canada is sending investigators to an area of eastern Ontario near Morrisburg, Ont. after a train collided with equipment Tuesday morning.

A westbound Canadian National Railway train collided with "track equipment" just after midnight on Tuesday, the agency said in a news release.

Nobody was injured and the train did not derail.

CN said one of its trains brushed up against a piece of equipment on a nearby track and came to a stop, but was moving again by 1 a.m.

03/11/2018 *CBC News*

Smiths Falls

Highway 15

Pedestrian dies after being struck by train near Smiths Falls, Ont.

Ontario Provincial Police are investigating

Ontario Provincial Police are investigating after a VIA Rail train struck and killed a 48-year-old man Friday (2/11) near Smiths Falls, Ont.

Police said the incident took place at the railway tracks on Sturgess Road in the Township of Montague, east of Smiths Falls, at around 12:30 p.m.

The man died at the scene, police said.

Police reported that 92 passengers and six staff members were on board the train.

The train, number 53, was travelling between Ottawa and Toronto, VIA Rail wrote in a statement.

The agency said the train was delayed for four hours. The line has since been cleared but the incident delayed another eight trains between Ottawa and Toronto, according to the statement.

Township of Montague is approximately 70 kilometres southwest of Ottawa.

09/11/2018 *Le Droit*

Maniwaki

La Ville de Gatineau vient de vendre les neuf wagons du P'tit train à vapeur pour 1000 \$.

Le comité exécutif a autorisé, mercredi matin, la vente de gré à gré pour l'ensemble du matériel roulant, à part la locomotive, et tout ce que contiennent les wagons à un entrepreneur de Cantley, Alain Boucher. La vente comprend aussi les rails situés entre la rue Devault et Jean-Proulx, la table tournante et les poteaux de signalisation. La Ville de Gatineau avait tenté de trouver des acheteurs auprès de musées et de divers organismes, mais sans succès.

Il n'a pas été possible de joindre M. Boucher, mais Radio-Canada rapporte que le propriétaire de la cantine Chez César, sur la montée de la Source, à Cantley, veut transformer deux wagons en restaurant casse-croûte inspiré des années 1950. En avril dernier, la Ville de Cantley s'est penchée sur un projet de « stand de cuisine de rue », proposé par M. Boucher, assujéti à un plan d'implantation architectural.

Le conseiller Cédric Tessier a affirmé que l'entrepreneur a un « projet qui semble intéressant », mais il laisse le soin à ce dernier d'en faire l'annonce. Les wagons devraient être utilisés séparément et pourraient tout autant se retrouver dans la région ou ailleurs. M. Tessier a ajouté que le déplacement des wagons a été un frein à la réutilisation des wagons pour bien des organismes approchés. « C'est très difficile à déplacer, ça amène des coûts importants, et les wagons ne sont pas dans un état exceptionnel, a ajouté le conseiller. Il y a eu beaucoup de vandalisme. »

Il s'agit d'une triste fin pour cette ancienne icône régionale qui n'avait pas roulé depuis près de huit ans malgré toutes les tentatives pour le relancer. « C'est beaucoup d'histoire ce train-là, reconnaît M. Tessier. On savait cependant qu'il ne roulerait plus. C'est la moins pire des solutions qu'on a trouvées pour lui donner une deuxième vie. »

Locomotive

L'avenir de la locomotive doit pour sa part fait l'objet d'une résolution du conseil municipal sous peu. M. Tessier a précisé que les élus ont été consultés et qu'un mandat a été donné à l'administration pour mener à terme des discussions avec différents partenaires qui permettraient de déplacer l'engin à la ferme Dalton. « Il y a une résolution qui s'en vient au conseil bientôt là-dessus », a dit le conseiller.