

Local Railway Items from Area Papers - 2019

05/01/2019 *CBC News*

Smiths Falls

Fallowfield Road

Pedestrian Dies After Being Struck by VIA Train

Ottawa Ontario - Ottawa police are investigating after a VIA train struck and killed a pedestrian northeast of Fallowfield station Saturday night. (05/01) The train was travelling between Ottawa and Toronto when it was involved in a tragic incident with a pedestrian at around 19:00, VIA spokesperson Kaven Delarosbil said in an email.

Ottawa paramedics confirmed later Saturday night that the man was pronounced dead in hospital.

His name has not been released.

Acting Insp. Francois Daoust said in a tweet that Ottawa Police Service investigators and the force's forensic unit were on the scene near Merivale and MacFarlane roads.

VIA was also letting passengers know on social media that they could expect lengthy delays because of the police investigation.

While two trains, including the one that struck the pedestrian, have been delayed, VIA had no plans to cancel further trains, Delarosbil said.

As of 21:45 the 156 passengers on the train involved in the crash were still on board, Delarosbil said, and the train would be resuming its journey once it received clearance.

The passengers on the second train were let off and were sent to their destinations by alternate transportation, Delarosbil said.

The company is also co-operating with the police investigation, Delarosbil said.

Trevor Pritchard.

05/01/2019 *Ottawa Citizen*

Smiths Falls

Fallowfield Road

A man was pronounced dead in hospital after being struck by a Via Rail train near the Fallowfield Station in the city's west end on Saturday evening, the Ottawa Paramedic Service said.

Ottawa police said the collision occurred in the area near Merivale and MacFarlane roads just before 7 p.m. Investigators were still at the scene as of 10 p.m.

The pedestrian was not identified.

Via Rail confirmed that Train No. 59, which had been scheduled to leave Fallowfield at 6:52 p.m. on its trip west, had been involved in a "tragic incident with a pedestrian". No. 59, with 156 passengers, didn't depart the station until 10:08. Arrival at Toronto's Union Station was delayed until 2:26 a.m. Sunday, or about 3 1/2 hours after originally scheduled.

Via said all 420 passengers from another train, No. 44, were "detrained" about 8 p.m. and taken to their destination by alternate transportation, about an 1 1/2 hours late.

29/01/2019 *Cornwall Newswatch*

Kingston (CN)

Long Sault

Train fire blocks County Road 12

LONG SAULT A locomotive fire on a freight train has temporarily blocked the County Road 12 crossing in South Stormont, northwest of Long Sault.

South Stormont firefighters and township officials have been on scene this morning (Tuesday) at the crossing, south of Highway 401.

SD&G O.P.P. Const. Tylor Copeland said the third engine on the three-engine train caught fire.

Everything is under control and the locomotives have been disconnected from the freight and officials are waiting for the locomotive to "cool down."

County Road 12 is temporarily blocked (as of 9 a.m.)

07/02/2019 *Ottawa Citizen*

Kingston (CN)

Findlay

Police in Kingston report that a canine cop made quick work of suspects accused of stealing wire from CN Rail signals, a theft that could have had tragic consequences. A CN employee was dispatched to the lines east of Findlay Station Road on Tuesday where train service had been disrupted by problems with the signals. The worker, who discovered that several sections had been cut and taken, spotted an apparently abandoned vehicle nearby and called police.

At 12:30 p.m., police dog Titan and his handler, Const. Mark McCreary, conducted a track for several hundred metres along the railway tracks, over a fence, through a wooded area and across a large open field. Two suspects were found hiding in the bush line. Two Kingston men aged 56 and 57 were charged with mischief over \$5,000 and theft. They were released with conditions.

21/02/2019 *Ottawa Citizen*

Beachburg

Pleasant Park

A female pedestrian has died after being struck by a Via Rail train on Thursday afternoon.

It happened around 2 p.m. on the tracks near Pleasant Park Road, near the Ottawa Hospital's Riverside campus.

Ottawa Police said the woman died of her injuries at the scene.

Via Rail said in a statement that the train had 127 passengers on board and was travelling from Toronto to Ottawa. No one on board was injured.

Three city buses were arriving to transport passengers to the Ottawa train station, the statement said.

Pleasant Park Road is closed between Leslie Avenue and Cavendish Road.

Police were asking people to avoid the area Thursday afternoon

Maitland man, 78, killed by train

An elderly Maitland man was killed in a collision with a VIA Rail passenger train while apparently crossing the train tracks in a relatively remote section of railway between Brockville and Maitland early Friday afternoon.

Details were scarce as Ontario Provincial Police officers continued with their investigation following the tragic incident around 1 p.m..

But on Friday night OPP identified the victim as 78-year-old John Holman, of Maitland.

While she could provide little information when initially reached at 2:30 p.m., OPP East Region spokeswoman Sgt. Cynthia Savard said officers were investigating the death of a pedestrian who was crossing the tracks.

OPP later confirmed in a media release that, at about 1 p.m., OPP officers responded to a private crossing near Maitland after a pedestrian was struck by a train. The victim was confirmed dead at the scene.

"Grenville OPP continues to investigate with members of the OPP Forensic Identifications Service, as well as Canadian National (CN) Police and VIA Rail Police," the statement added.

Leeds OPP Cst. Sandra Barr, who was handling media enquiries later in the day and evening, had no further details as of Friday night.

Police and an ambulance were at the northernmost tip of Apple Blossom Drive, which runs north of County Road 2 just west of Maitland shortly after the incident.

While the east-west CN line runs north of the end of that street, there did not appear to be any warning lights in the rural stretch of track.

OPP collision reconstructionists were heading to the area to assist in the investigation, said Savard.

The tragedy caused a stoppage of train traffic on the line, added the sergeant.

In an emailed statement, VIA officials said train number 65, with 261 passengers travelling between Montreal and Aldershot, was involved in a tragic incident involving a trespasser on the Kingston sub, east of Brockville, at around 1 p.m. today.

"No passengers or on-train service crew were injured during the incident. Our thoughts are with those affected by this tragedy."

VIA Rail is collaborating with investigators and it was too early to provide any additional information, company officials said Friday afternoon, adding they were working on "bringing customers currently en-route to their final destinations as quickly and as safely as possible."

A female pedestrian has died after being struck by a train in Alta Vista, police said Thursday (21/2). Officers were called at 2:07 p.m. Pleasant Park Road was closed between Leslie Avenue and Cavendish Road for the investigation.

In a statement, Via Rail confirmed a train between Toronto and Ottawa, carrying 127 passengers, was in a collision involving a trespasser on the Beachburg sub around 2:00 p.m. today.

"No passengers or on-train service crew were injured during the incident."

Via said it was too early to provide any more detail. City buses were scheduled to ferry passengers to the Ottawa station.

Via Rail acknowledges that this situation has an impact on the travel plans of our customers and we apologize for the inconvenience. We are focusing our efforts into bringing customers currently en-route to their final destinations as quickly and as safely as possible."

A north-south rail line crosses Pleasant Park adjacent to the Pleasant Park Transitway stop.

Smith Falls Railway Museum offers to take Cornwall's Locomotive No. 17

Less than 24 hours after Cornwall city council had a boisterous debate about whether Locomotive No. 17 is still worth saving or not, representatives from the Smith Falls Railway Museum of Eastern Ontario contacted Coun. Elaine MacDonald to say that they would be interested in taking ownership of and refurbishing the old electric train engine themselves.

The museum is willing to come make a presentation to council about the prospect of taking away Locomotive No. 17, if invited.

Tony Humphrey was one of the museum representatives who contacted MacDonald on Thursday morning. He said its mission is to preserve examples of locomotive history in the region and would be pleased to do the same for Cornwall's badly-deteriorating engine.

"We would save her," declared Humphrey. "Our mandate is to serve and protect industrial, architectural and railway equipment from eastern Ontario, so that engine falls directly into our mandate. We would just hate to see her go to scrap."

If taken from Cornwall to the museum, Locomotive No. 17 would never be able to be returned to working order, but Humphrey said the museum would refurbish the engine so it could be put on display.

"There would, of course, be an acknowledgement of where it came from and the provenance on it," he said.

The museum has only just contacted the city so it doesn't have any solid plans on how the train would be moved, but Humphrey said compared to other cars and engines, the electric Locomotive No. 17 would be much lighter than other examples they've acquired.

"It probably only weighs about 40 to 45 tonnes," he said.

RELATED

Cornwall's Locomotive No. 17 lives to rust another day

The offer comes right on the heels of a decision by city council to not try to sell or donate the engine on Wednesday evening. Although the proponents of the motion to offload the train onto an outside group or scrap it, such as MacDonald and Coun. Syd Gardiner, greeted the offer as an excellent development.

"This is what we were hoping for. We wanted to spark a debate and get people's attention," said Gardiner.

It remains to be seen if the offer will be enough for council to revisit its decision to move ahead with an internal \$152,000 project to relocate and refurbish the train.

More Groups Emerge to Help Save Cornwall's Locomotive Number 17

Cornwall Ontario - Two more historical groups have announced they too want to help save Locomotive number 17, but they want it to remain in Cornwall.

The SD&G Historical Society and the Moccasin Railroad Club say they are joining forces to try to assist the city's plan to refurbish and relocate the old electric motor within the city, by raising money through an Ontario Trillium Fund grant application and possibly other community fundraisers.

"Trillium Grants depend on a lot of things, but that's the route we are planning on going. The historical society has the financial records and so on that allow us to apply for those grants," said Wes Libby, historical society president.

The two groups are hoping they can convince the Ontario Trillium Foundation to match the amount of money the city has already set aside for preservation work on the badly dilapidated locomotive.

The city put aside \$100,000 for the locomotive in 2017 and then during the 2019 budget deliberations, last week agreed to bump up the funding to \$152,000.

The debate to do so was quite contentious, with city council deeply divided on whether the locomotive was still worth attempting to save anymore.

Arguments that Cornwall has failed to preserve too much of its historical artifacts and buildings already and it shouldn't happen again for Locomotive 17 won the debate and council included the project in the new budget.

The city's plan, as it stands, is to do just enough refurbishment of the locomotive as to make it stable and presentable looking, and to move from its current location on the intersection of Ninth Street and Brookdale Avenue to either Water Street and Newsey Lalonde Way, or west of former Lalley Blanchard parking lot.

The locomotive would also get some fencing in its new higher-traffic location to keep people from climbing on it.

If the groups do succeed in getting a matching grant, it wouldn't be to have the city spend less money on the project, but president of the Moccasin Railway Club Robert DeBellefeuille said it could allow the project to be more ambitious, focusing more on restoration rather than just refurbishment and help pay for ongoing maintenance.

Alan S. Hale.

18/03/2019 *Le Droit*

Montreal and Ottawa

Interprovincial Bridge

EXCLUSIVE / The Alexandra Bridge, a venerable infrastructure that has been part of the national capital landscape for 118 years, is on its last mile. Its owner, the federal government, made the decision to demolish it as quickly as five to ten years from now, and build a new one in exactly the same place.

According to the information collected by the Right to several sources familiar with the matter, this project will deprive the population of a nerve and central interprovincial link for at least three years. While the debate over the need for a sixth bridge periodically resurfaces in the region, it is rather with a bridge less that motorists will have to combine in the years to come. About 9% of daily interprovincial automobile movements are by the Alexandra Bridge. Its pedestrian crossing is also essential for tourism because it allows to easily connect Parliament to the most visited cultural institution in the country, the Canadian Museum of History.

For the moment, the official voices are content to affirm that the Alexandra bridge will have to be replaced. Michael Mills, Assistant Deputy Minister at Public Services and Procurement Canada (PSPC), pointed out two weeks ago when his department announced major maintenance work on its bridges, including the Alexandra Bridge bridges. will extend over more than a year from this summer. "We are considering the replacement of the Alexandra bridge and the day to do so is more and more predictable, it is in a medium-term horizon, within the next decade," for its part confirmed at Law the secretary Parliamentary Secretary to the Minister of Public Services and Procurement Canada, and Member of Parliament for Gatineau, Steven MacKinnon.

In fact, the reflection on the Alexandra Bridge would be much more advanced than what the federal government is currently suggesting. In addition to being located at the foot of Parliament Hill and right next to the Rideau Canal locks, protected by UNESCO, the infrastructure enjoys heritage protection. The NCC, which has a say in the development of the capital, will certainly want this aspect to be taken into consideration when defining the design of the future bridge.

The possibility of rebuilding a bridge identical to that erected in 1901 is, according to our information, one of the options currently analyzed.

The inevitable replacement of the Alexandra Bridge has been in the federal government for several years. However, it is its intended use by the mayor of Gatineau, Maxime Pedneaud-Jobin, for his light rail project, which would have brought this folder over the pile last spring. The latter would have surprised many people in the federal apparatus by announcing that he intended to cross his train on an infrastructure for which he has no jurisdiction.

The Alexandra Bridge issue would force the federal government to review its entire strategy for managing interprovincial links between Gatineau and Ottawa.

According to our information, Ottawa is working on a global plan that would obviously include the implementation of a definitive plan for the replacement of the Alexandra Bridge, but would also be prepared to fundamentally review the governance of these assets. In this context, the construction of a bridge in the east could make a return to the federal government's considerations.

Photos of original CPR stations from Smiths Falls to Mattawa sought for recreational trail project.

If you have photos of any of the original stations along the Canadian Pacific Railway (CPR) route from Smiths Falls to Mattawa, two Lanark County councillors would like to hear from you.

Last month, Montague Reeve Bill Dobson and Tay Valley Deputy Reeve Barrie Crampton, embarked on a project to capture a piece of the railbed's history, now partially owned by Lanark County and known as the Ottawa Valley Recreational Trail (OVRT).

The initiative involves recreating those 45 stations, on a quarter scale, to serve as shelters for users of the OVRT. Dobson and Crampton expanded on the idea during the Lanark County economic development committee meeting March 27. They also presented earlier to the Lanark County Municipal Trails Corporation. "Part of this idea is to allow people to get out of the inclement weather and have a place to go to," explained Dobson, - "and at the same time, it's dual purpose and also promotes the history of the area."

However, in order to kick the project into gear, Dobson and Crampton are looking for old photographs to work from.

"The stations aren't there. There's no history anymore," Dobson commented. "We want to be able to recreate the history and original design of the buildings."

Crampton said they have been able to collect several photographs, but need to fill in some gaps. "We're hoping people can look in their shoeboxes or photo albums at home," he noted, adding that some stations may not be stations at all, but simply a shelter or platform along the route. "Those pictures would also be helpful."

"Some stations were just a bench and a table to put luggage on," Dobson added.

The following is a list of former stations and their CPR designation numbers:

- Smiths Falls (0999/2666)
- Welsh Station (3614)
- Franktown (3616/2831)
- Beckwith (3618)
- Carleton Place (3620/2835)
- Almonte (3623/2837)
- Snedden Station (3625/2338)
- Pakenham (3627/2839)
- Waba Station (3629)
- Armprior (3631/2831)
- Braeside (3633/2843)
- Sandpoint
- Castleford Station (3637/2848)
- Russell (3638)
- Renfrew (3640/2848)
- CotiePayne — Renfrew Junction (1079/3038)
- Eganville Junction (3642)
- Haley Station (3701)
- Rox Station (3703)
- Cobden (3704)
- Snake River Station (3706)
- Meath Station
- Government Road Station (3709)
- Pembroke (3712/2859)
- Stafford Station (3714/2860)
- Petawawa (3716/2861)
- Military Camp Station (3717)
- Thistle Station (3719)
- Chalk River (4000)
- Wylie (4002)
- Bass Lake Station (4004)
- Moor Lake Station (4006/4005)
- Ashport Station (4008)
- Mackey Station (4009)
- Stonecliff Station (4011)
- Adelard Station (4013/4010)
- Bissett Station (4015)
- Gratan Station (4016)
- Aylen Station (4017/4012)
- Deux Rivieres Station (4020)
- Hodgson Station (4022/4014)
- Klock Station (4024)
- Rankin Station (4018)
- Mattawa Station (4034/4020)

If the concept flies, Dobson said he'd like to see it expanded to include heritage signs or murals of the former stations outside or at the shelters along the OVRT. He also hopes partner owners of the OVRT, Renfrew County and the Township of Papineau-Cameron, might consider continuing the project in their communities.

"This idea is just getting off the ground in Lanark County right now," he said.

Anyone with photos or information on any of these stations, should contact Bill Dobson at lanarkbill@gmail.com.

Cabinet overturns order to repair Prince of Wales Bridge

City was due to appeal Canadian Transportation Agency's decision this week

The City of Ottawa will no longer have to repair train tracks leading up to the Prince of Wales Bridge, according to an order from the federal cabinet. (Patrick McCurdy)

The federal cabinet has rescinded a government agency's decision that would have forced the City of Ottawa to repair the Prince of Wales Bridge to make it suitable for rail traffic.

City solicitor Rick O'Connor informed Mayor Jim Watson, transit commissioners and other members of council of the cabinet order in a memo Tuesday afternoon.

According to O'Connor, the order-in-council means the city will no longer have to fight the decision at the Federal Court of Appeal, a hearing that was scheduled to take place later this week.

In February 2018, the Canada Transportation Agency (CTA) ordered the city to repair tracks leading up to the bridge that had been ripped up during LRT construction.

Against national policy

In a statement, a spokesperson for Transport Minister Marc Garneau said the CTA decision "misinterpreted" provisions of the Canada Transportation Act by creating a perception that federally regulated rail lines need to be in "near-operable" conditions at all time.

An order-in-council dated April 5 said the agency's decision went against national policy because it would force a railway company to invest in an "unused and non-profitable railway line," or discontinue it permanently.

The order-in-council said such a decision could discourage railway companies from buying available rail lines for future use.

Cabinet also rejected a petition from Moose Consortium Ltd., which wanted to use the bridge as part of a commuter rail project spanning the Ottawa River.

Joseph Potvin, director-general of Moose Consortium, said the company had wanted cabinet to clear up a portion of the wording of the CTA decision that appeared to require an operator to be actively trying to use the rail line.

"Our request to the minister was to simply remove the ambiguity from the decision and just order them to have the track fixed, to reconnect it," Potvin said. He said he's disappointed with the cabinet decision.

"Cabinet is saying that it is allowing for the illegal dismantlement of a federal railway three years after the fact," he said.

The consortium filed the initial complaint with the CTA in 2016 after part of the track was dismantled to build an entrance to the Bayview LRT station.

The CTA decision said the city didn't follow the proper procedure for the discontinuance of a rail line, which would include putting it up for sale and negotiating in good faith with potential buyers.

Garneau's office said the decision would be subject to judicial review and the decision does not affect whether the bridge could someday be used for LRT between Ottawa and Gatineau.

01/05/2019 *Ottawa Citizen**Maniwaki*

Philip Jago is well aware of what's going on in an industrial neighbourhood in Gatineau, near where St. Joseph Boulevard slips under the Highway 5 Autoroute, but he can't bring himself to go look.

There, eight train cars that for a quarter century or more carried tourists and railway enthusiasts up to Wakefield and back are being cut into pieces, final destination unknown.

"I don't want to see that," Jago said. "I would rather remember the good times."

A member of the Bytown Railway Society, and in particular its Dirty Hands Club of restorers, Jago served as a fireman on the steam train, making the round trip scores of times, including its very last journey, on June 18, 2011. Five days later, heavy rains damaged the tracks and operations were suspended. The estimated cost to repair the track was in the millions, and despite the efforts and hopes of many groups and people, the service was never restored. In 2011, the municipality of Chelsea took out about 20 kilometres of the track to convert the bed to a trail, thus ending any chance that rail service would return.

In its heyday, the Wakefield steam train carried thousands of passengers each year. The service, Jago said, began in the mid 1970s, when trains left from the Canada Science and Technology Museum on St. Laurent Boulevard and crossed the Prince of Wales Bridge into Quebec.

The most recent incarnation of the train - a Swedish-made locomotive and cars brought to the area after the previous 1201 locomotive was deemed no longer fit for service - ran from 1992 until 2011.

According to City of Gatineau spokesperson Yves Melanson, the steam locomotive that most recently plied the tracks to Wakefield has been sold to the Dalton Ecological Park in Gatineau, where it will be on display alongside a replica of the early-1900s Templeton train station later this year.

The cars, meanwhile, were sold to Alain Boucher, who said all but one were damaged beyond reasonable repair. The remaining one he intends to convert into an American-style diner, which he'll move to Cantley, Que., where it will sit alongside the chip wagon he currently operates there.

And while Jago is saddened to see the remaining eight cars cut up for scrap, he recognizes their number was up. Apart from being dilapidated, he said the cars, because they were of Swedish origin that bore unique coupler systems, weren't compatible with North American trains.

"But this is still a moment," he said. "Words cannot describe it."

"I was there as a fireman from the fall of 2006 until the rain came. I was working part-time, fulfilling a childhood dream with the intent of making that a retirement career. I don't know exactly how many trips I made on that train," he added, "and once you get away from it, it's never been enough, if you have any passion for steam."

"C'est triste."

04/05/2019 *CTV News**Otrain**Belfast yards*

The City of Ottawa is confirming an LRT train derailed at the Belfast Yard Friday morning.

The Director of Operations for OC Transpo, Troy Charter, says it happened during 'launch activities' around 5 a.m.

Charter says the train in question has 10 wheel sets and that one came off the track -calling this a minor setback.

OC Transpo is now conducting a full review.

"We don't take any occurrence lightly, we take them all very very seriously," Charter said. "When this occurred we seized launching other trains on the track."

The train has been put back on the tracks now.

Testing of the Confederation Line trains is ongoing. There is no hard date for when the Confederation Line will be ready. The latest estimated date for when the Rideau Transit Group will be ready to hand the system over to the City is on or before June 30

LRV Train Derails in Belfast Yard

Ottawa Ontario - An LRT train came off the track at the Belfast Yard maintenance and storage facility Friday morning in what city officials are characterizing as a "minor setback."

Troy Charter, the city's director of transit operations, said one of the two-car train's 10 wheel sets left the track at around 05:00 while the train was about to begin ongoing testing.

"It happened in the yard where the trains are operating at a slow rate of speed," Charter said during a new conference early Friday afternoon.

"Our system, staff, and all our resources responded accordingly."

The train has been placed back on the track, and Charter said testing was set to resume later Friday afternoon.

There were no injuries in the incident, Charter confirmed.

Absolutely Normal

Both Charter and Claude Jacob, general manager of the maintenance arm of Rideau Transit Group (RTG), characterized the incident as minor.

"It's absolutely normal," Jacob said, noting similar derailments happen with rail systems worldwide.

"In any rail system you could have this occur," Charter agreed.

"This is a minor setback."

Charter said a thorough review will be conducted to determine how the incident occurred.

The derailment is the latest issue plaguing the Confederation Line construction, which has been delayed three times.

It was originally supposed to be completed a year ago, but didn't make that initial deadline due to setbacks caused by the June 2016 sinkhole on Rideau Street.

Then RTG, the consortium building the LRT system that runs from Blair to Tunney's Pasture, set two more deadlines, which it then missed, one for November 2018, and another for March 2019.

CBC has also reported on the challenges faced by trains operating in winter conditions.

The Alstom Citadis Spirit trains have not been used in a North American city before, according to the manufacturer.

05/05/2019

Ottawa Sun

Otrain

Belfast Yards

Pay No Attention to That Minor LRV Derailment

Ottawa Ontario - A two-car train that will form part of Ottawa's new light-rail system went off the tracks on Friday.

And the message to future riders of the LRT was, move along.

Nothing to see here.

Just another ho-hum derailment.

"Perfectly normal," we were told.

Both a city official and the general manager of the Rideau Transit Group played down the accident, terming it "a minor setback."

That's because no one was hurt and "it was not a situation where the train was on its side," as the city expert explained.

Do you feel reassured?

Ready to hop on this same train one day soon?

Let's see, so far, we have an LRT system whose builders have missed their hand over deadline to the city three times (they still haven't set a new date).

A system that, according to documents obtained by the CBC, might not be winter-ready.

A system that, based on hundreds of pages of inspection reports obtained by this newspaper, has problems with crumbly concrete and questionable water-proofing.

And who can forget the sorry saga of 160,000 board feet of wood, specially milled for the LRT stations, that warped after it was improperly treated with fire retardant?

Oh, and there was that tiny sinkhole on Rideau Street when they were initially boring the tunnel for the LRT.

Meanwhile, the wise elected people on city council have breezily signed off on Stage 2 of the rail adventure, at a cost \$4.66 billion (more than \$1 billion over the initial estimate), approved the central involvement of SNC-Lavalin, which is in bad odour at the federal level (the city auditor general will now study the procurement process), and put their stamp of approval on an airport link that will have travellers transferring trains three times to get downtown.

So the city, and RTG, should understand if a few eyebrows are raised over Friday's "minor" derailment.

Instead, Ottawa's director of transit operations, Troy Charter, soothingly offered up this, "We are taking every effort to make sure the system is in the state of readiness our customers expect. We are doing a detailed review to make sure it will be a safe and reliable system for our customers."

Uh-huh.

Sure.

Let's start with greater openness about accidents of this type.

If you want people to actually choose LRT, let's not try to convince folks a derailment is "perfectly normal."

Let's give them adult info.

The city's, and RTG's, current childish approach is completely off track

05/05/2019

Ottawa Citizen

Otrain

Belfast yards

The derailment of a two-car LRT train that happened less than 100 metres from the Belfast Road train yard was a "perfectly normal" occurrence, the general manager of Rideau Transit Group told reporters Friday.

The train yard tracks are very tight together near the train yard. "It places the train in a difficult position. We don't like when it happens. A derailment in a yard happens," Claude Jacob said.

Two of the train's 10 wheels left the track at about 5 a.m. Friday, said the city's director of transit operations, Troy Charter.

No one was hurt.

"Our system, our people, our resources responded appropriately," Charter said. "This was a minor setback."

Derailment is a technical term, he added. "It was not a situation where the train was on its side."

The incident occurred at low speed while workers were testing to see what launch would be like. It took a couple of hours to return the wheels to the rail.

Charter said there was no reason to believe the tracks caused the derailment.

"We are taking every effort to make sure the system is in the state of readiness our customers expect," he said. "We are doing a detailed review to make sure it will be a safe and reliable system for our customers."

It is still unclear when the LRT will be ready for the public to ride. An update is to be presented Friday.

A photo of the scene showed part of the train off the tracks with roughly a dozen city workers gathered around the front of the train.

Ottawa police were not called to the scene, nor was Ottawa fire.

Ottawa's LRT construction has been the recent subject of numerous issues.

The Rideau Transit Group, the construction consortium responsible for building the transit system, said earlier this year it would miss its March 31 deadline to hand over a completed Stage 1 LRT to the city. The project has now missed three deadlines and no official new target date has been set for the city takeover, though the city hopes for a summer launch date.

Man Dies After Having Heart Attack On Otrain

Ottawa Paramedics say a 50-year-old man has died after having a heart attack while riding the Trillium Line O-Train Thursday morning.

The call came in at 7:58 a.m. from the Carleton-bound train.

Paramedics say other riders on the train started CPR when it happened, and the man was defibrillated by an A.E.D. on the train. Paramedics arrived on scene and performed advanced life-support treatments, but the man was later pronounced dead.

Ottawa Police and OC Transpo Special Constables are investigating.

OC Transpo suspended O-Train service for much of the morning, but resumed service at 11:30 a.m.