

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

22/02/2019 Ottawa Citizen

Beachburg

Pleasant Park

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.

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."

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 DeBellefille 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.

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)
- Amprior (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."

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.

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

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

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.

SOUTH DUNDAS - Sixteen years ago the community was celebrating its success in saving an historic train and keeping it in its longtime location along County Road 2 next to Chrysler Park Marina.

During the 2003 celebration ceremony Glen Cunningham, a key leader in the Save the Train effort, said: "We saved it, maybe only temporarily. Now it is up the next generation to make sure it stays here."

And now, it might be the next generation's turn.

In response to an inquiry from The Leader about the future of the train, Geoff Waycik, director of historic sites for the St. Lawrence Parks Commission said:

"SLPC is considering the future of the train which may include some form of disposition."

"We are undertaking this activity in a thoughtful and considerate way," he said.

He expects further details will be made available in the coming weeks.

He did say that: "the only item that is being discussed is the train (engine and two cars) and will not impact the Aultsville Train Station or the railway track."

"The Aultsville Train Station is an original building from the Lost Village of Aultsville and the track in front of the train station is the only remaining section from the old branch of the Grand Trunk Railway that once connected the Lost Villages prior to the Seaway Project flooding."

In 1999 the SLPC had an agreement with the Prince Edward County Railway Preservation Society that would have seen Locomotive 1008 and its two cars leave this area and be taken to Trenton.

South Dundas' mayor at the time Johnny Whitteker asked for a moratorium on the decision to allow time for the formation of a committee to undertake an effort to save the train and keep it in its present location.

The train was originally donated by Canadian National Railways to the SLPC.

The engine was built in Kingston in 1910 at Canadian Locomotive Company Works for the Grand Trunk Railroad and operated on the Moccasin local between Brockville and Cornwall up until the time of the Seaway project. The cars are a 1901 passenger coach which was built in Montreal and a 1920 postal-baggage car.

The train sits on a section of the original Grand Trunk Railway track that was left in place at the time of the construction of the St. Lawrence Seaway.

Once a committee of interested individuals was formed, in about 2000, the train and the Aultsville Train Station underwent a massive restoration project under the direction of the Save the Train Committee and the St. Lawrence Parks Commission.

The Aultsville Train Station was constructed in 1889 for the Grand Trunk Railway Company. Originally located in the lost village of Aultsville, it was donated to the St. Lawrence Parks Commission at the time of the Seaway and relocated to its current site.

Volunteers raised thousands of dollars in the effort and worked for two summers on the project which involved moving the train to repair the track, the re-framing of the coach and baggage cars, the installation of new windows in the coach, repairs to the ramp and station and a new coat of paint.

In 2003, South Dundas' Heritage coordinator was Kirsten Gardner who was involved with the effort and physically worked on the project alongside a number of volunteers. At the time she said, "I hope it will always be here."

Save The Train Again

Nearly 20 years ago, a group from the South Dundas community rallied to save the train just outside Upper Canada Village. Individuals from all over our area rallied to clean up and paint the steam locomotive and passenger cars. After that work was done, the St. Lawrence Parks Commission made a commitment to maintain the train going forward. However, for an organization committed to preserving our history through landmarks like Upper Canada Village, the SLPC has certainly fallen short in this case.

All indications, as of last week, suggest only the SLPC's desire to get rid of this train. We say shame on them for considering such an act.

Our community rallied to save the train. While it is not an attraction the SLPC can "sell ticket sales to ride," it is a cultural and historic landmark, important to South Dundas, and to the story of Upper Canada.

Between Toronto and Montreal there are few reminders of the 1850s and 1860s, a crucial time in the growth of what became Ontario. Without the Grand Trunk Railroad, Canada West (Upper Canada) would not have grown into an economic engine driving a new country, Canada.

This train - representative of "The Moccasin", a local train that connected the communities of Iroquois, Morrisburg, Aultsville and others to the larger centres of Brockville and Cornwall - was a vital lifeline for Eastern Ontario agriculture along the St. Lawrence River right up to the end of World War One. For many, that lifeline continued through to the creation of the St. Lawrence Seaway.

Symbolically, the train and station are a monument to those whose communities were moved or removed in the name of "progress". Upper Canada Village shares some of that same symbolism, but what stands as a more recognizable symbol of the strong and durable heart of a community, than this train?

Our train has become an area landmark. It attracts the young and the young at heart. It preserves tangible evidence of our immigrant past. It enhances Village events like Alight at Night. The train at Aultsville Station should be preserved. And the SLPC should be responsible for that preservation. The SLPC should honour its past commitment, remaining mindful of the pride this community takes in "its train".

Do not take this grand old symbol of our heritage away from the South Dundas community.

18/07/2019 *The Leader, Morrisburg* Kingston (CN)

Morrisburg

Council Urges SLPC to Maintain Historic Train in South Dundas

South Dundas Ontario - At the 16 Jul 2019 meeting, South Dundas council proved its commitment to fiscal responsibility for South Dundas residents.

After discussions with the St. Lawrence Parks Commission (SLPC) regarding the historic engine, baggage car, and passenger car at Upper Canada Village, the council is urging the SLPC to keep the train at its current location.

The train, located along County Road 2 near Chrysler Park Marina, has been situated in South Dundas for nearly 50 years and has a history that is fundamental to the Municipality.

When faced with a similar situation almost 20 years ago, residents formed the Save the Train Committee to raise funds and volunteer their time to refurbish the machine.

"This Train is a landmark in South Dundas for residents and visitors to explore. For 50 years it has been a place where people can go to experience a glimpse into history or where students can learn about the area in which they live. It has brought the community together in the past and should remain in South Dundas where our people can continue to care for this historic machine," said Mayor Steven Byvels.

Given the Train's current condition, South Dundas council felt that a possible relocation may create additional structural damage, which may add considerable financial burden to the residents in the long-term and that of any community volunteer efforts.

Relocation means a higher risk of rebuilding requirements, a cost too significant to assume based on the current priorities of the municipality.

This decision affirms this council's accountability to its rate payers.

"Our Council made a promise to work together to better South Dundas and reduce the burden on taxpayers. We will work towards the best outcome for our residents while keeping with our financial obligations. It is our hope that the St. Lawrence Parks Commission recognizes the importance of the situation and South Dundas' role in the history of the train," said Mayor Byvels.

A decision is yet to be reached from the SLPC about the future of the train.

Council recognizes the financial challenges faced at the provincial level and the need to find efficiencies, however, it is the hope of council that the train which has been enjoyed for generations will stay at its current location.

22/07/2019 *The Leader Morrisburg* Kingston (CN)

Morrisburg

St. Lawrence Parks Commission to divest train

MORRISBURG - The historic Grand Trunk Railroad train located at Chrysler Park will soon be heading to a new home. Today (July 22nd) the St. Lawrence Parks Commission announced its intention to divest the locomotive and two railway cars at the park.

In a release from the SLPC, it said that the decision was taken following consultation with the Municipality of South Dundas, and a report on determining restoration costs for the century old artifacts. Officials with the SLPC state that the repair costs would be about \$1.1 million.

The release states that the Board of Commissioners had mixed emotions regarding the decision to divest the display. Since the initial news report in *The Leader*, many community members have voiced their concern to keep the train in South Dundas.

The SLPC said it will make every effort to keep the train in Eastern Ontario as a regional asset.

"While the SLPC would like to see the train remain in this location, unfortunately, the costs for restoration are simply beyond what can be reasonably invested in this asset," said SLPC chair Bob Runciman in a release. "The SLPC has significant aging infrastructure that urgently needs repair and we must allocate the capital budget towards the highest risk infrastructure needs such as aging septic systems and washrooms."

The train display has been at the Chrysler Park location since the construction of the St. Lawrence Seaway project which flooded thousands of acres of waterfront along the St. Lawrence River. That project led to the creation of Upper Canada Village and the SLPC. In the 1990's a community-led initiative was organized to stabilize and restore the exterior of the train display.

The SLPC said that the work slowed the deterioration, but did not address underlying structural issues. In recent years, the SLPC has deferred much of the maintenance on the display, painting the north or road facing side of the display while not maintaining the south facing side.

The Parks Commission said that the track the train is currently on, and the Aultsville Train Station will remain in its current location after the engine and two cars are relocated.

A request for expressions of interest for the century-old railway artifacts will now move forward, with more information available on the Parks website at <http://www.uppercanadavillage.com/train>. The divestiture process will close on August 30th at 4:30 p.m.

Train Disposal Shocks "Save the Train" Group

Morrisburg Ontario - The St. Lawrence Parks Commission's (SLPC) Monday announcement that it will be getting rid of the historic train display which has sat in Crysler Park for decades was probably most shocking to Jim Becksted.

In the 22 Jul 2019 media release from the SLPC, board of commissioner chair Bob Runciman said, "While the SLPC would like to see the train remain in this location, unfortunately, the costs for restoration are simply beyond what can be reasonably invested in this asset. The SLPC has significant aging infrastructure that urgently needs repair and we must allocate the capital budget towards the highest risk infrastructure needs such as aging septic systems and washrooms." The SLPC states that the repair costs would be about \$1.1 million.

Becksted, along with Gardner Sage had been meeting and working towards planning a community effort to once again Save the Train, and keep it in its longtime home.

He had met with SLPC staff and thought that they were going to have an opportunity to do something, and then Monday's announcement came.

"I'm absolutely flabbergasted," Becksted told *The Leader*

"They never even gave us a chance. There is so much we could have done."

Beckstead said that based on his meetings and discussions he absolutely felt that the train was staying put.

Ultimately, decisions about the collection, including the historic train, come from the SLPC Board of Commissioners.

The chair and commission members are responsible for providing strategic direction to the SLPC and governing the affairs of the SLPC within its mandate.

Bob Runciman is commission chair and Linda Ann Daly is vice-chair.

Commissioners include Margaret Fancy, James Garrah, Linda Shanks, Pierre Santoni, Robert Tchegus, Guy Tondreau, Debora Daigle, and Tammy Hart.

These appointments are made through the province's Public Appointments Secretariat.

The Leader has learned that the commissioners made the decision to divest itself of the train at its December 2018 board meeting and recently reaffirmed it at their July 2018 board meeting.

With that, the SLPC is now proceeding with a request for expressions of interest.

"As part of a collections review, the SLPC is currently offering the following items of railway rolling stock for transfer to museums, institutions, or associations/organizations," reads the listing which is available on the Upper Canada Village website.

Listed are Grand Trunk Locomotive 1008, baggage/refrigeration car, and a passenger car.

"All items listed above are intact, but require extensive work to bring them to functional or exhibitable condition," reads the listing.

Items are being offered on the condition that the accepting party arrange and pay for removal.

Presently, the SLPC is saying that preference will be granted to parties interested in acquiring the whole assemblage or whole major components rather than parts.

As part of the expressions of interest, parties are asked to describe their organization and the intended use.

While the initial press release stated that the request for expressions of interest would close at the end of August, the website now shows that the request for expressions of interest will close at 16:30, 4 Oct 2019.

23/08/2019 *Ottawa Citizen**Kingston (CN)**Morrisburg*

Stevenson: The end of the line for a beloved train

It will leave us, to fade away in memory along with the era of the steam locomotive.

In the depth of summer, the St. Lawrence Parks Commission (SLPC) announced the static display of the Grand Trunk Railway locomotive 1008 and its pair of passenger coaches in Upper Canada Village are too expensive to maintain. Commission Chair Bob Runciman pegged the cost of restoring the train at \$1.1 million - a prohibitive expense in consideration of other Parks spending needs. The SLPC will, accordingly, seek to identify a party interested in acquiring the train and moving it from its current location.

This marks the end of the train's life as a landmark along County Road 2 in South Dundas, the focal point since 1957 of a display once intended - along with the adjacent Aultsville station - as a railway museum. This endeavour proved to be short-lived, and in recent years, the site has languished. The train has not been protected from exposure to the elements, and its continued life onsite is due only to the efforts of community members who, in 2001, undertook a basic cosmetic restoration. The SLPC's sole use of the train consists of decorating it with lights as part of a seasonal display at Upper Canada Village.

With its departure, communities along the St. Lawrence River will lose a prominent landmark, a rare historical touchstone in an area wiped clean of physical heritage in the 1950s during the construction of the St. Lawrence Seaway. For 60 years, the train has reminded residents of that time when rail provided a readily available means of travel between riverside communities.

It also represents a lost opportunity for the SLPC to use the train more effectively, particularly in collaboration with like-minded partners. It might have been developed as an educational space or exhibit in collaboration with a rail history organization such as the Bytown Railway Society, the Railway Museum of Eastern Ontario, or Exporail, each experienced in physical restoration and historical presentation. Corporate support might have been sought from Canadian National, the original owner of the train and station.

Disposing of the train also means the loss of a potential educational project. Ontario's high schools are placing greater emphasis on skills development and experience-based learning, primarily through the Ministry of Education's Specialist High-Skills Major programs, and the skills required for restoration — from metal fabrication to construction to electrical — could have provided a solid, long-term project for students.

The commission's disinterest in the train calls into question its commitment to other historical artifacts located at Upper Canada Village. The Aultsville station — beautiful in design and rare among remaining structures of that vintage and purpose — is infrequently opened and shows little evidence of maintenance. The War of 1812 monument to the Battle of Crysler's Farm — erected in 1895 and moved to its current hillside location as part of the St. Lawrence Seaway project — holds an exposed position that could require future work.

How will the SLPC attend to the remaining heritage assets in its possession? That question now hangs in the air.

Underlying this issue is the state of the SLPC's relationship with the community. The commission is a major — and lightly taxed — landowner along the river in South Stormont and South Dundas, and its complaint of expense regarding the train's rehabilitation resonates with wry irony in communities struggling with their own budget challenges in the face of artificially suppressed waterfront tax revenues. Every tourism dollar counts along the river, and the SLPC should acknowledge that decisions about its heritage holdings will influence the economic health of surrounding municipalities.

The commission maintains that community relationships and cultural education are key to its mandate. The destiny of that old roadside train suggests these concerns are disappearing down the track, almost beyond view.

Tunnelling complete for Ottawa sewage storage tunnel

The combined sewage storage tunnel will hold sewage and stormwater runoff -- which currently overflow into the Ottawa River, untreated -- during heavy rainfalls.

It's not as well-known as the tunnel for the O-Train's Confederation Line, but a second major tunnel through downtown Ottawa is now complete.

Excavation for the city's combined sewage storage tunnel was officially completed as the boring machine broke through the final few inches of dirt and rock, Monday.

The project consists of a north-south tunnel, under Kent Street, as well as an east-west tunnel between New Edinburgh and LeBreton Flats. The mayor posted a video of the tunnel-boring machine finishing its east-west journey, eating through the last bit of rock at LeBreton Flats.

The combined sewage storage tunnel will hold sewage and stormwater runoff -- which currently overflow into the Ottawa River, untreated -- during heavy rainfalls.

Construction will continue to finish underground chambers and odour control measures at surface locations in New Edinburgh, LeBreton Flats, Sandy Hill, New Edinburgh, Centretown and the northernmost tip of the Glebe.

The tunnel is expected to be operational next year.

26/09/2019 CBC News

Prescott

Prince of Wales Bridge

Mayors Rule Out Prince of Wales Bridge for Transit Link

Ottawa Ontario - The Prince of Wales Bridge will never carry trains again, the mayors of Ottawa and Gatineau declared Tuesday, asking the next federal government to help them turn it into a cycling connection instead.

Mayor Jim Watson said Tuesday afternoon the bridge is not the right choice for a light rail transit connection.

"It would congest too much Bayview station and secondly Gatineau has been pursuing their LRT project and they too have ruled it out as a bridge that would be used for transit," he said.

Gatineau Mayor Maxime Pedneaud-Jobin agreed.

"The studies that have been conducted in the last few months are very clear, the Prince of Wales Bridge could not be used for the connection between Ottawa and Gatineau," he said, adding they believe the Portage Bridge is the best place to connect the two communities.

The City of Ottawa owns the Ottawa River span near Bayview station and purchased it for \$400,000 in the mid 2000's with the goal of turning it into a railway bridge.

Watson said city staff recognize the earlier investment, but it still doesn't make sense as a transit connection.

Both mayors are hoping the federal government will step in and help fund an estimated \$10 million in work to turn the bridge into a pedestrian and cycling crossing.

The bridge is currently a frequent target of trespassers and the city has spent funds to fence the entrance.

Liberal candidates in the region pledged earlier in the campaign to push for the funding.

11/10/2019 The Leader Morrisburg

Kingston (CN)

Morrisburg

Save the Train 2.0 Submits Proposal

Moffisburg Ontario - The deadline for proposals to take over the Grand Trunk train display at Crysler Park was 4 Oct 2019 and at least two groups have made a pitch including local group "Save the Train 2.0".

The St. Lawrence Parks Commission (SLPC) began the disposal process of the century-old steam engine, baggage car, and passenger car after a consultants report said that restoring the display would cost over \$1.1 million.

Save the Train 2.0, spearheaded by co-chairs Jim Becksted and Gardner Sage submitted their bid on 2 Oct 2019 electronically, and in person to the SLPC offices at Upper Canada Village.

Included in the Save the Train 2.0 proposal are several letters of support including the Municipality of South Dundas and the Township of South Stormont.

One other group was to submit an expression of interest, the City of Brockville

The Recorder and Times reported that Brockville's Tunnel Committee was interested in the Grand Trunk steam engine if the local group (Save the Train 2.0) was unsuccessful in its bid.

When asked by The Leader how many proposals were received, SLPC communications officer Krista Doyle said in a statement that "at this time, the number of submissions received and what groups submitted is confidential."

She said that the SLPC was in the early stages of preparing the evaluation process and that information on the review process will be released "in the coming weeks."

Follow-up questions about time-lines, who is in charge of the disposal process, and who makes the final decision were not answered by deadline.

While the decision process and timelines are unknown, the Save the Train 2.0 co-chairs were grateful for the support they have received with that group's proposal.

"I can say that we are very proud of the case we have made for the preservation of this piece of history," Sage said on the group's Facebook page.

"We couldn't have done it without all of the support we have had from the community."

Becksted echoed Sage's comments.

"Thanks so much everybody. It is truly heartwarming for us to see and read all your support, far and near."

20/10/2019 CBC News

Alexandria

Casselman

Via Rail, Casselman in talks to expand commuter service to Ottawa

Mayor calling for a pilot project to run during morning, evening rush hour

Casselman Mayor Daniel Lafleur is calling for a pilot project that would see more Via Rail trains stop in the eastern Ontario town during the morning and afternoon rush hour.

The village of Casselman, Ont., is in talks with Via Rail to expand train service between the eastern Ontario community and Ottawa during morning and evening rush hour.

Casselman Mayor Daniel Lafleur wants the Crown corporation to implement a pilot project as soon as possible to improve transit options for commuters.

"We discussed this with them [at city hall]," Lafleur said in a French interview with Radio-Canada. "This is an opportunity."

The additional rail service would complement the existing shuttle service offered by 417 Bus Line.

The mayor was careful to say talks with Via Rail weren't a reflection on the shuttle that's served Casselman for decades, calling it a "very good service."

More trains would be 'convenient'

In a news release, Via Rail said the proposal to increase the number of trains that serve Casselman will be discussed as part of ongoing plans to improve rail service in Ontario and Quebec.

This June, the federal government announced a \$71-million investment in Via Rail to create faster, more frequent service.

Via gets \$71M in federal money toward faster service in Ontario, Quebec

Danielle Chénier, a public servant who was waiting for a bus on Main Street in Casselman Thursday, said she's in favour of the idea.

"It would be convenient," said Chénier, who also likes the current shuttle service. "For a long time, I've thought Via Rail should stop [here] more often."

The municipality, which already has the support of Ottawa Mayor Jim Watson, is trying to rally other communities to join the call for more rail service.

For instance, nearby Alexandria, Ont., may also benefit from having more trains since they already pass through the town before stopping in Casselman and heading on to Ottawa, said Lafleur.

City of Ottawa exploring purchase of two abandoned south-end railway lines

The City of Ottawa is exploring the purchase of CN Railway's abandoned Beachburg and Walkley railway lines in the city's south end for potential commuter transportation in the future.

Negotiations are at an informal stage, said Vivi Chi, the city's director of transportation planning, during a recent transportation committee meeting.

The Beachburg and Walkley corridors will become available for purchase as soon as the rail company issues a formal notice of discontinuance.

CN is planning to cease operations along the two lines after rail traffic fell below the levels required for the company to maintain ownership.

"This potential corridor could represent a low-cost, high-capacity rail corridor for our future given the area it goes through and the connection with the west of Ottawa," Capital Coun. Shawn Menard said at the meeting.

These corridors, located just inside the Greenbelt and running roughly parallel to Hunt Club Road, are attractive to the city because of how they connect to other rail lines.

The Beachburg corridor, which used to be part of a transcontinental line linking Montreal and Vancouver, begins at Hurdman - which is also a stop on the new LRT Confederation line.

The Walkley corridor begins at Walkley Yard and also connects to Hurdman.

"There are plenty of opportunities to connect different parts of the city," said David Jeanes, a rail transportation advocate with the not-for-profit group Transport Action Canada.

Jeanes is urging the city to purchase the corridor because of its connections with the Trillium and Confederation LRT lines.

"These lines are like a ring road. It's a crosstown route that links across the growing parts of the city (in Ottawa's south end) to the north-south part of the city," said Jeanes.

In a 2007 report examining Ottawa's transit future, the two CN corridors were considered for use in Ottawa's future LRT network. In that early vision, instead of having the LRT go through downtown, it would have connected the western part of the city with Ottawa South using these lines.

The corridors are also compatible with the city's transit technology, Jeanes said, making them even more attractive.

An interview with rail transportation advocate David Jeanes on the potential the two corridors have to connect with the current transit system. Interview by Hamza Ali.

Chi said that what the corridors would be used for specifically would be reviewed.

The city already owns the Renfrew, Carleton Place and Prescott railway lines. The municipality is stockpiling corridors that can potentially be used for the urban transportation network.

"The corridor is a potential expansion of Ottawa's rail system," Menard said in a statement supporting an eventual purchase, "and would represent a very affordable way of getting from central Ottawa to the west end and vice versa."

He added: "The reason it is so compelling is it is outside the traditional core but is in high-density, traditionally congested areas. Surface commuter rail would be a very welcome addition for us, in my view."

"The law actually encourages the city to purchase abandoned corridors that could potentially be used in the future," said Jeanes.

When a corridor owner intends to sell, it must tell the government about that plan. This gives the government an opportunity to purchase the rail line to help benefit the public.

Governments also acquire these lines at salvage value instead of the commercial price.

When a private company - excluding railway companies - purchases a railway line, they often buy it for the land to then sell for a profit. It is unusual for a private company to maintain or improve a rail line, said Jeanes.

Menard said the city would fund the purchase as part of its normal capital expenditures.

There is no schedule for negotiations. But the city has up to three years to negotiate a deal after being notified when rail corridors become available.

Negotiations can go to arbitration, during which the Canadian Transportation Authority would be brought in to determine a salvage value.

"It is the city's intent to acquire the lands," Menard said.

City of Ottawa exploring purchase of two abandoned south-end railway lines

See entry this date for Beachburg.

SLPC delivers early Christmas present to Save the Train 2.0 group

MORRISBURG - The train is staying! St. Lawrence Parks Commission chair, the Honourable Bob Runciman, made the announcement this morning, December 11th. The commission will engage in discussions with the Save the Train 2.0 group, to keep and maintain the heritage railway equipment display in South Dundas.

That group, chaired by Gardner Sage and Jim Becksted, was the successful group out of 11 submissions of interest.

"The SLPC is glad that we can provide this opportunity for local residents to keep the train in its current location and maintain it going forward," said Runciman in a release to media December 11th. "The SLPC board is hopeful that the strong community interest and support shown to find a way to keep the train, will result in long-term stability for the rail cars on that site."

The Save the Train 2.0 group will refurbish the train through cosmetic restoration and implement a long-term maintenance plan to prevent further deterioration. The group will form a - Friends of the Grand Trunk 1080" group, that will be a registered charitable organization.

"I am pleased that the SLPC has made the commitment to keeping the train in the Municipality of South Dundas," said mayor Steven Byvels. "I am confident that the Save the Train 2.0 Group will do an excellent job of rallying the community to bring the train back to its former glory to preserve local history and a landmark in the region."

Save the Train 2.0 group co-chair Gardner Sage told The Leader that the group is thrilled that the SLPC had accepted the proposal.

"We are looking forward to a positive, and productive, partnership with them moving forward," he said. "We would not have been able to achieve this without the support we have had from the community. It is incredibly encouraging to see people rally around the preservation of local history. We would like to thank everyone who has supported this project. Now the real work begins."

Sage said that the group will begin the process of organizing membership and fundraising and will be engaging the community for support and involvement.

"As things progress, we will make a point to share how the community can help, and how interested members of the community can get involved hands on," Sage said. "We are very much looking forward to getting started."

Installed in 1957 at Chrysler Park, as part of the St. Lawrence-Seaway project, was considered for disposition by the SLPC after a report determined restoration costs would exceed \$1 million. Other interested parties included the City of Brockville's Railway Tunnel Committee.

The commission said that no investment by the SLPC would be required under the successful plan.