

Transport 2000 West Canada Newsletter

96 - 1
March
1996

Published by:

**TRANSPORT 2000 CANADA
Alberta Branch.**
P.O. Box 583, Main Post Office,
Edmonton AB T5J 2K8

for
**Manitoba
Saskatchewan
Alberta and
British Columbia**

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Editorial

Having moved to Eagle Bay, B.C., (east of Kamloops, north of Salmon Arms), one realizes that Vancouver is not British Columbia, and that Victoria is as remote as Ottawa.

Canada's problem is distance, which in turn is related to the unity issue. The Liberal caucus met in Vancouver and was surprised to hear from the provincial liberal leader a lot of critique. The press made an issue out of alienation in British Columbia, separation even was mentioned. Of course with 80% of the VIA cuts being in the West, that is not surprising. B.C. joined Canada on the basis of a trans-continental railway; and removing the main symbol *The Canadian* via Calgary causes this feeling of remoteness and isolation. But it is easy to fix (\$60 million capital, plus some operating subsidy). What is the cost of unity? However separation is not an issue here. There is going to be an election in B.C. and labels do not mean much here. The Provincial Liberals are led by a former mayor of Vancouver, who was not a long time liberal and who has an entourage of former Socred advisors.

It is noted with amusement that Lucien Bouchard says, that if he was prime minister, he would build a high speed train between Quebec and Windsor. In reality he wants investment in Quebec. Now there are passenger trains between Quebec and Windsor, and no doubt the service should be improved. However there are no regular passenger trains between Winnipeg and Calgary, Calgary and Edmonton or Calgary and Vancouver. Which brings me back to the west, you know there is more Canada west of Windsor, and it is staying in Canada! (and therefore no investment?)

VIA is trying to hang in there. Some trains are being made daytime only, like the Skeena and the Abitibi. Costs are being reduced. However VIA's press releases do not give much factual information. However that is a trend in the media. There were six by-elections and no where have I seen the actual votes of any one of them. All we get are interpretations what it means for Reform or Jean Charest, although the liberals won 5, and the Bloc 1. The only conclusion is: we need more factual information.

In Passenger Transport neither the present government nor any opposition groups appear to have a vision of what should be done. Meanwhile the Transport Canada policy bureaucrats implement the Royal Commission recommendations. But parliament, who we elect to decide on policy matters, never debated or adopted this report. So where is the authority to implement it? As shown in this issue, our transport system is being dismantled link by link.

With this issue we go to 8 pages. Within the 45 cent postage we can then add an extra sheet to talk about specific membership issues and how we can have a better Transport 2000 Canada.

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Letters to The Editor

Passenger Cars on Freight can be done - Incompatible electric systems Amtrak and VIA? - The Canadian via Chicago?

You ask if any of your readers has experience with passenger cars on freight trains. Limited though it is, I have.

Two of us moved a passenger car from St. Louis to Bozeman, Montana in July 1992. The car in question had just been through the required 40 year rebuild of trucks and running gear. It was therefore accepted by Amtrak, operating via Chicago to Havre, MT, where it came off #7. It was moved to the head end of a long high priority container freight and cruised to Shelby, MT at 65 m.p.h. with no noticeable deterioration of ride quality. At Shelby we were placed at the head of local freights and moved at a slower pace to our destination, but with smooth riding - **so it can be done!**

The biggest problem I see is that freights do not stop at passenger stations. Railroads absolutely cannot condone passengers remaining around their yards - therefore the following are necessary:

1. Strict control of passengers
2. Transfer vans/buses to receive off/on trains from/to safe boarding areas
3. Radio contact between the Railroad and the Chef de train.

While I have your attention here are some other considerations.

1. The H80Y - 3 phase AC head end power used by VIA Rail Canada is **not** the same as Amtrak HEP - it is wired differently. No one apparently knows how to make them compatible, mostly because:
2. VIA Rail Canada insists on preserving the aesthetics of the rear of *The Canadian* - meaning that privately owned cars cannot be conveyed, even those able to run on their own generators.

Nevertheless, at least on off-peak dates, VIA Rail Canada could earn new dollars (Amtrak charges US\$ 1.60 per mile with passengers, US\$ 1.00 per mile a rider only)

Question: Have you ever researched the possibility to operate the Canadian Toronto - Vancouver via Chicago?

Of course all of us south of the border, yearn for the return of through sleeping car service over the C.P.R. route. This is not a critique of the Rocky Mountaineer, it has a different role.

As a non-Canadian I do not know how to address such issues.

Kind regards, Bob Stevens, Helena MT.

VIA and Bus Ridership

VIA Route eliminated	One Way Weekly Buses in November		
	1989	1992	1995
Ottawa-Sudbury	28	22	21
Sudbury-Sault St.M.	42	28	28
Sault St.M.-Thunder B	28	21	21
Thunder B.-Winnipeg	28	21	21
Winnipeg-Regina	35	28	28
Regina-Calgary	35	35	28
Calgary-Vancouver	56	56	42
Halifax-Sydney	35	28	28
Halifax-Yarmouth	14	4	4

The argument that bus ridership declines because of trains does not hold. Former train passengers choose car or air as an alternative, rather than the bus.

Economy and Youth Unemployment

The main reason for the decline in the bus industry is the economy. Youth unemployment is a great contributor, particularly in the 18 to 25 years range.

It is the total market that is declining. The bus industry has not succeeded in attracting an upscale market. The relative costs of the car have declined. Airline competition gives us temporarily low fares, but airlines are not profitable, so this situation will not last. Good integrated networks (rail and bus) which also move the mail would be one answer.

Piggy-Back on Dominion

In the last years of The Dominion the CPR had Piggy-Back flat cars ahead of the coach/cafe and coach cars. These flat cars had an interesting origin. They were sliced down from old sleeper cars and coaches. These cars were long, had six-wheel trucks and still had the steam lines and automatic slack adjusters. The CPR also used long flat cars with steam lines added. [from a note of one of our correspondents]

**Join or Renew your membership
Help us in bringing in more
new members.**

Westjet No-Frills Shuttle. Vancouver - Edmonton or Calgary

Starting February 29, 1996, Westjet of Calgary will start regular passenger services between Vancouver and Calgary / Edmonton. This triangle is already serviced by Canadian International Shuttle services and Air Canada. Westjet will give peanuts and soft drinks on their flights, but no meals. Also their flights have no restrictions of having to stay Saturday night.

Initially 96 flights per week are planned. Later Westjet will extend service to Victoria, Kelowna, and Winnipeg.

Westjet will run its own reservation system and will not issue tickets. Instead a reservation number is given which is then exchanged for a boarding pass.

Westjet owns three 23 year old Boeing 737 planes. Fares range from \$ 59 (advance booking 14 days ahead) to \$ 139 spur of the moment.

With regulation airlines had to serve remote areas as well as provide service between major centres. Deregulation allows a new airline, if fit and able, to enter the lucrative market between major centres without being obliged to serve smaller cities. This is why fares to smaller cities have gone up five times as fast as between major cities. The weak and low volume markets now subsidize the strong markets.

It is like expecting that the Atlantic provinces should subsidize Ontario, Alberta and BC.

It can be expected that Air Canada and Canadian will match Westjet prices. It will mean increases where there is no competition or where the total market justifies only limited service.

At the same time Transport Canada is forcing all costs onto small airports, who in turn will pass it on to.....

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TRANSPORT 2000 CANADA is a national federation of consumers devoted to advancing the public interest in transportation of all modes. A registered charity, it is involved with research, public education and advocacy of public transport issues. It publishes a newsletter "Transport Action". Half the membership fee goes to the Federal Organization.

Transport 2000 Manitoba, Transport 2000 Saskatchewan, Transport 2000 Canada [Alberta Branch] and Transport 2000 BC are separate organizations in the provinces.

This newsletter was edited by John Bakker with contributions from Ken Moir, George Burton, George Corrin, Bob Stevens and others.

The Bus Industry, Is it Taking Off or Being Grounded?

Greyhound Restructuring?

Greyhound Lines of Canada Ltd wants to restructure, which would result in the intercity bus business being spun off into a separate company. It is this separate company that wants to get into the airline business. Greyhound was proposing a Winnipeg based (or hub) discount airline with services to Vancouver, Kelowna, Calgary or Edmonton to Winnipeg and then from Winnipeg to Ottawa, Toronto or Hamilton.

Greyhound would sell airplane tickets through its bus stations and 600 agents and leave the flying to a third party airplane operator, Kelowna Flightcraft Air Charter Ltd., this company already owns a fleet of cargo planes and flies on behalf of Purolator. It will use 6 Boeing 727 aircraft.

Greyhound does not have a presence in Montreal now and so it will not fly to Montreal.

Canadian law requires that foreign ownership in an airline be limited to 25%.

Now Greyhound had as owner Phoenix based Dial Corporation. Dial wants to get out of the intercity bus business. Dial will buy from Greyhound its more lucrative Brewster operation of tourism, hotel and sightseeing unit. Brewster doubled its revenue in the third quarter of 1995. Dial will then sell this unit later.

Greyhound has been losing passengers and its revenue slipped by 5.5% in its third quarter of 1995. The main reason was cheaper flights by the airlines.

The proposed restructuring was delayed because of financial and tax issues.

Start up is expected to be in May 1996.

Some experts say that Greyhound will only succeed in the airline business if it cuts its ties with the bus business. These experts view it as an image problem. Greyhound has for a number of years upgraded its bus stations and of course has an extensive courier service. The airline connection will certainly help in the courier business.

Greyhound will provide an interconnected system for travel. The coordination is through ownership or contract control. It is apparently not possible to coordinate schedules between different operators.

If this venture fails, the Greyhound bus business may disappear altogether and that would deprive rural Canada of public transport. Although there is some overlap with WestJet, the two also complement each other. For a while the competition should keep airline prices low.

The real cost will be paid later in bankruptcies. Welcome to deregulation.



Downsizing, Three Different Approaches

In Western Canada there have been different reactions to the protracted employment and economic downturn in the bus industry. Greyhound has handed off routes to small companies, Saskatchewan Transportation Co. (STC) has simply abandoned service or combined two lines into one. Grey Goose has substituted vans for buses.

Greyhound (Alberta and B.C.)

Greyhound tried contracting out to small companies. Ferguson Bus Lines got Red Deer-Consort and Calgary-Oyen. The Amalgamated Transit Union was able to stop further contracting out through the courts. So Greyhound then tried out and out disposition of routes. Quality Time Tours of Elk Point acquired Edmonton-Marwayne (it parallels the CP Line to the Sask. border). It first used an MC8, but now uses an-ex Cardinal Coach MC7.

With lower costs the route has thrived. A new service has been started running from Elk Point and Bonnyville to Loydminster. A third route was acquired namely Stettler to Calgary. It has also restarted Rimbey to Edmonton.

Saskatchewan Transportation Co.

STC faced with deficits in 1993 and 1994, reduced frequencies on most lines (2, 3 or 4 times a week). It combined some routes (Saskatoon-Macklin and Saskatoon-Kerrobert) and it abandoned outright most of the former Community Transit services, which were originally government supported van runs and later taken over by STC. The STC map now shows villages and towns once served but no lines linking them. In a number of cases privately owned operators have stepped in, sometimes as feeders (e.g., Frontier to Shaunavon, Eston to Eston). Eston was on the former Western Trailways Motorcoaches' line from Eatonia through Eston, Dinsmore, and Outlook to Saskatoon. This was abandoned when the province quit its private sector subsidy program. The end result was a thinning of the Saskatchewan route network, resulting in something that still would look better coverage to many US plains states. Fortunately, through this all, STC has maintained its system of timed transfer hubs, which greatly enhances the value, and revenues, of the rural lines.

Grey Goose

Grey Goose (Manitoba) during the same period began converting buses into van routes. These are still operated by union personnel, but at a reduced rate. Some vans pull luggage trailers. Some shorter routes out of Winnipeg and Brandon are affected. Many other rural Manitoba routes are still served by Grey Goose motorcoach, usually MC8's. This move has meant the retention of many services that would otherwise be reduced in frequency to a very low level or abandoned outright.

Observers of intercity bus services in Canada must remember the role of package express in keeping lines viable. A typical passenger load for six months of the year might only be four or five people at the maximum load point. But underneath the coach, or in a trailer, is a considerable volume of express. In Western Canada, this typically accounts for about one-third of a large company's total revenues. In the US, Greyhound reports that 11% of its total revenues come from express.

Small vans, a Problem or a Solution

Small vans have been cited as a problem for the bus industry. There is a growing use of mini-vans by local taxi operators and other entrepreneurs in competition with licensed operators. They operate without regulatory hurdles, have custom pick-up and/or drop-off and do not have to pay the taxes that scheduled carriers have to pay (sometimes as high as half the fare). When operating in competition with regular bus operation, then bus patronage and viability will decline.

In South Africa vans took all the business from the bus systems. One reason was individual safety. However many of the vans operated illegally, had no vehicle safety inspection or proper insurance.

Regulation or coordination are dirty words in our new bottom line society. It would seem that vans would be excellent to feed (or distribute from) the regular buses.

In the Netherlands in some rural areas there are volunteers who drive vans to feed regular bus lines. The vans are maintained by the bus company. Unions agreed because it was realized that rural bus lines were saved in that manner.

In a deregulated free for all to operate society (except it is not free for the passenger) only the lucrative runs will get any service. The only alternative then becomes ridesharing, but that also has insurance implications, if the driver charges a fare.

Can Saskatchewan Afford Road Costs Due to Branch Line Closures?

by George Burton and J. J. Bakker

In a News Release by Transport 2000 Saskatchewan, governments are warned about increased road costs due to rail branch line closures. The argument that it is only a few more trucks is not good enough, when looking at Saskatchewan.

Road failures are due to the increasing frequency, weight and speed of trucks. The problem in Saskatchewan is that other than the Provincial Highways, most paved roads are thin low strength asphalt pavements or gravel. And ironically most thin asphalt roads parallel the branch lines. Saskatchewan has a population of about 1 million, but although the population density is low, the kilometres of road required to serve an agriculture province is 3 to 10 times higher than other provinces.

For roads to survive, trucks would have to be limited in both weight and speed.

However farmers would be unwilling to observe say a 60 km/h

Province	km of road per person	km per 10,000 cultivated acres	
		roads	rail
BC	0.025	1,000	
AB	0.065	100	6
SK	0.21	100	5
MB	0.08	130	8
ON	0.02	280	
PQ	0.02	250	
NB	0.03	500	
NS	0.03	880	
PEI	0.04	180	
Nfld	0.035	145,200	
		Average for Canada 17	

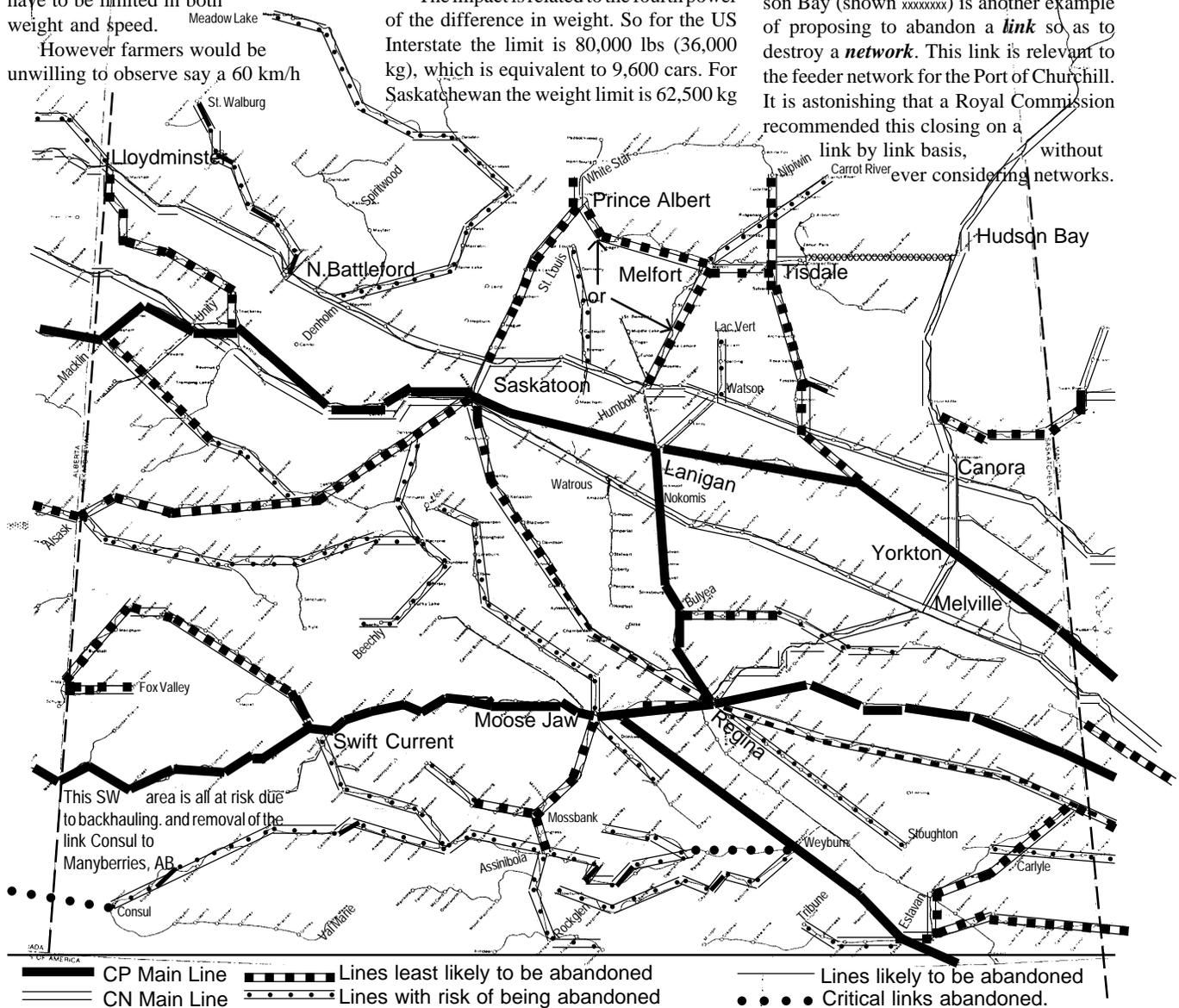
speed limit for more than half an hour. For longer hauls larger loads and higher speeds would become the rule. Even with extra tires and axles the roads would not be adequate.

The impact is related to the fourth power of the difference in weight. So for the US Interstate the limit is 80,000 lbs (36,000 kg), which is equivalent to 9,600 cars. For Saskatchewan the weight limit is 62,500 kg

(137,800 lbs) which is equivalent to 75,800 cars, or 7.9 equivalent trucks.

Transport 2000 Saskatchewan concludes that Saskatchewan cannot afford to upgrade any substantial amount of roads. So while a few branch lines could be closed, it would be more cost effective to keep as much as possible of the rail system in operation. For railways line costs are about 10% of the total costs compared to 17% fixed costs and 73% volume related costs [NTA]. Almost 6,000 km of branch lines have been abandoned, with another 850 km recently recommended for closure.

It should be noted that the railways have in the past deliberately closed **links**, so as to make an economic alternate (shortline) **network** impossible. Some of these links are marked with ●●●●●. Abandonment between Tisdale and Hudson Bay (shown xxxxxxxx) is another example of proposing to abandon a **link** so as to destroy a **network**. This link is relevant to the feeder network for the Port of Churchill. It is astonishing that a Royal Commission recommended this closing on a link by link basis, without ever considering networks.



Washington State's Passenger Rail Investment.

Washington State issued in December 1995 a Request for Proposals for a lease purchase of two tilting trainsets. Some of the specifications include:

- ◆ Trainsets must tilt and can consist of trailers cars, articulated cars or self propelled cars. Locomotives would be supplied by Amtrak if needed.
- ◆ Trainsets must be capable of sustained operation at 200 km/h (125 mph).
- ◆ All requirements and regulations of federal agencies in the U.S. and Canada must be met.
- ◆ Exterior and Interior designs and colours will be specified by Amtrak and Washington State Department of Transport (WSDOT).
- ◆ A multichannel digital video and audio system will be installed in all passenger areas.
- ◆ There must be a family area with a small children play space.
- ◆ Frequently spaced surge protected outlets will be in each car.
- ◆ Each trainset will have first and coach class seats with 250 to 325 seats per train.
- ◆ Each trainset will include a dining car and a lounge car.
- ◆ A baggage car is also required. It must contain at least six self loading bicycle racks, crew work station and space for checked baggage, express and mail.

WSDOT wants the winning bidder to provide two interim leased trains by July 1996. These trains would be used on the Mt. Baker (Seattle-Vancouver) and the Mt. Adams. (Seattle-Portland) until the new trainsets can be delivered in mid 1997. There is an option to buy a third set.

[Source: Washington Assoc. of Rail Passengers]

Shortlines for Saskatchewan?

Grain Companies are preparing for the closure of branch lines by building big, high-throughput elevators on the main line near Swift Current and on the Assiniboia - Moose Jaw line. However producers along the U.S. border are investigating moving products south while those near Alberta are looking west.

Fred Simpson (executive VP Montana Rail Link, MRL) explained to the SW Region Transportation Planning Council, that the US rail companies got rid of too many branches, and the drawbacks in the form of higher road repair costs are coming home to roost. In Eastern Washington, it has been found cheaper to contribute to the preservation of light-density rail lines.

Lessons for VIA.

What is interesting about this Request for Proposals, is that Washington State is in a hurry to provide better inter-city services. The specifications are clearly consumer oriented, like a children play area, computer outlets etc. Also in contrast with LRC equipment, there is a dining and a lounge car, rather than providing at seat service like in an airplane.

VIA badly needs new and more efficient equipment. The idea of going for lease-purchase rather than outright purchase is particularly interesting. The Request for Proposals allows the manufacturers to propose their equipment, rather than that the agency (Amtrak or WSDOT or in our case VIA) specifying every detail, nut and bolt of a train. It was the latter approach of VIA that killed the double-deck transcontinental car proposal that was contained in the Horner Task Force Report.

Via needs new equipment both transcontinental and intercity. If it could lease purchase (which would require a dedicated fuel tax, to guarantee payments) then it would be possible to obtain bi-level cars for its basic winter service. With transition cars, the present rebuilds can then be added in the peak season. Having reliable new transcontinental trains, may also help in the unity debate. A real *Canadian*.

For intercity service, the LRC fleet should be supplemented with self-propelled tilted train sets, preferably with front ends like the IC-3 in Denmark.

Without new equipment VIA will not have a future. The lease-purchase would provide jobs in the manufacturing and allow better productivity for VIA, which means for the same costs, they can run more trains and earn more revenue.

The Port of Churchill.

In 1995 a Task Force presented a report to the Federal Government of Canada and the provincial governments of Manitoba and Saskatchewan.

First of all the Task Force wants to see a public commitment to the preservation of the transportation infrastructure and services. It also wants to see the continued operation of the grain elevator at the port.

The concern is that there will be benign neglect by the Federal Government, Canada Ports Corporation, CN Rail, Canada Wheat Board, VIA Rail, and Transport Canada who is responsible for the airport.

Secondly there should be interim funding to cover the interim operating losses and short term capital investments. In the meantime steps should be taken to make Churchill more viable.

It is further proposed that CN should use aluminium hopper cars.

A marketing agency, called Gateway North, should be established by government and private-sector stakeholders. This agency should develop a comprehensive business plan for the transition of the Churchill transportation system to economic viability over the next 5 years. Gateway North should be pro-active and market responsive. The estimated budget is about \$ 350,000 per year.

The railway roadbed should be stabilized, using a heat pipe installation program. Heat pipes are devices which draw heat away from the railway roadbed in order to keep the roadbed stable and cold, since the roadbed suffers greatly from freezing and thawing conditions. Roadbed stabilization would provide the desirable long-term solution to ensure increased traffic volumes on the Hudson Bay Line. Costs would be about \$ 7 million of a \$ 91 million program that includes \$ 13 million for bridges, \$ 25 million for rail bed and track improvements.

There should be an unencumbered interchange agreement between CN and CP so as to increase the number of elevator locations which could access the Port of Churchill.

The port itself requires an investment of \$ 7.3 million in dust control equipment and \$ 6.5 million in dredging.

Many of these expenditures are due to deferred maintenance.

There is a possibility that the Russians would ship (and barter) ore from their northern ports to Churchill for shipment south to the USA and returning with wheat. [Source: Gateway North: Report of the Churchill Task Force].

BC Drops Rail Property Taxes.

The BC Government initiated last July 1995 a drastic change in rail property taxes. Bill 55 will ultimately reduce taxes for CP and CN by \$ 15 million. The lower taxes will be phased in over a period of three years starting in 1997. The Liberal Opposition opposed this tax elimination.

It means that municipalities have 3 years to find alternate revenue. Darlene Marzari, Minister of Municipal Affairs, apologised to the municipalities for the lack of consultation in introducing the measure. However she promised to work with the communities most affected to find ways of mitigating the impact.

The big cities did not protest, however the rural districts and towns were getting a large amount of their operating funds from railway taxes. Kind of like a toll for through movement.

The BC Government should be congratulated for their initiative. It is interesting that an NDP Government takes this action. So called right wing governments maintain their high property taxes on railways, all the time screaming that taxes are too high for industry. Needless to say it will also benefit BC Rail, which the BC Government may want to privatise sometime in the future.

The railways have promised to increase investment in infrastructure and facilities in B.C. It is very difficult to verify such promises however.

Mission for Development

The new Westcoast Express Commuter line (Mission - Vancouver) is a catalyst for development. Housing developers are scouting the territory. Some developers offer an annual train pass as part of the purchase price of a new townhouse in Maple Ridge.

The West Coast Express runs five trips into Vancouver in the morning and 5 trips back in the evening, Monday through Friday. It carried in January daily about 2,800 passengers each way (=one freeway lane). Mission charges about one quarter of the development costs that others charge. Mission charges \$ 2,500 for a single family lot, and \$ 2,100 for a multiple unit.

There are now also some special weekend trips in conjunction with Basketball games. Packages include 2 return fares , 2 tickets to the game and free parking at the outlying stations.

Does development follow transportation, or transportation follows development? In either case good land use planning is required, and that is not B.C.'s strong point.

Lions Gate Alternative Still Undecided

Other than flying the occasional kite, there is still no answer to the replacement/upgrading question of the Lions Gate Bridge. Crossing by Kite is however not an alternative. The main problem is that a tunnel is considered too expensive, and a bridge has to be very high to provide clearances for ocean going ships. The government is looking at repairing the existing 3 lane bridge, having a four lane bridge plus HOV lane or a tunnel. The City of Vancouver is not keen on more traffic crossing or widening the path through Stanley Park.

From a planning point of view, the choice (in the editor's view), must include provision for 2 lanes exclusively devoted to transit. The geometrics must be suitable for LRT. Only then will there be sufficient peak period capacity on any replacement facility. Meanwhile it will be more Seabus.

North Vancouver District Council did not support Light Rail as an alternative. However transportation knows no boundaries, and the corridor goes all the way to Squamish (even Whistler), Horseshoe Bay with the ferries, as well as North and West Vancouver. A shoreline parallel to BC Rail would be an ideal interceptor for both bus transit and park and ride. Squamish has now lower housing prices and is luring new residents willing to commute, which will cause road congestion.

By not supporting LRT, the District Council does not preserve the needed right-of-ways for a future LRT, and to establish these alignments later is many, many times more expensive.

By default the bus becomes the alternative. BC Transit has promoted the concept of the Rapid Bus. In this aspect the Ottawa experiences may be useful, as described in a separate article. The Rapid Bus will not work with HOV lanes, it requires either Busways (in which case you may as well start with LRT), or exclusive buslanes.

Potential Conflicts

Reading through the news clippings and other literature that I get, I cannot help but notice a potential conflict. I have a pamphlet called: "Greenways, turning rails into trails" produced by the Greater Victoria Cycling Coalition. I also have a map showing "The Victoria Light Rail Transit Implementation Strategy, Part 1, Corridor Evaluation". And yes you guessed it, both are after the same right-of-ways.

I expect that once an abandoned rail line becomes a bike trail, it will be impossible to use it for future LRT. So the conflict has to be resolved early.

Ottawa Busways

Ottawa has over the last 15 years developed a system of busways, exclusive roads for buses. The missing link is downtown, where bus lanes are used on a one-way couplet (Slater and Albert Streets). This system should not be confused with HOV lanes, which segregates traffic according to the occupancy of vehicles. HOV is a sob to transit by highway designers.

The advantage of the Ottawa Busway System is that in the peak transfers are minimized for those people who go to the centre or along the busway. However midday transfers have to be made. 46% of trips now involve a transfer.

By developing a busway system, Ottawa was able to develop exclusive right-of-ways for transit on an incremental basis.

The contrast is Edmonton, where they started with a downtown tunnel, after which there was no money left to expand south to Southgate on a surface route.

The Ottawa Busway was designed with rail transit geometric design standards. In other words the expensive part of establishing the alignment and infrastructure has been done. However it was assumed that the conversion from bus to rail would require a complete shutdown of the system. Also the assumption was that conversion would occur only because of capacity reasons to full grade separated rapid transit.

An all bus operation is expensive from the point of view of staffing. It is the reduction in staffing that would make conversion to LRT a possibility. The disadvantage is of course the introduction of a transfer. The incremental cost is rail track (with bus traffic continuing), signalling and electrification.

There would be no advantage in speeds in converting from bus to rail.

Busways or LRT lines work in defined transportation corridors. In a diverse transport pattern the emphasis should be on network design, where timed connections are more important. It requires very good land use planning to promote good corridors, since the suburban business centres create more diverse transport patterns.

Vancouver Largest Canadian Port

Vancouver with 51.7 million tonnes out of a total of 262.6 million tonnes nationally, remains the largest port in Canada. Montreal (42.7%) remains the largest port for containers, while Halifax and Vancouver account for 25% of international container traffic. Coal through Vancouver was 19.6 million tonnes (up 17.6%) and wheat 5.8 million tonnes (down 22.3%).

Bob Walker

We regret to tell our readers that Bob Walker, both past-president and vice-president of Transport 2000 Canada [Alberta Branch] died recently in Edmonton. Bob had been in poor health for many years, but he was a regular at monthly board meetings. He will be missed.

Budget 1996.

The budget speech did not mention transportation. The briefing notes however were more specific. VIA will see its subsidy cut to \$ 170 million in 1998-99, and according to Min.of Transport capped at that. The decline is a combination of existing subsidy reductions imposed by Mulroney, and a new \$ 63.5 million cut imposed by the sons of Mulroney. The impact is shown below.

VIA Financial Results (see Newsletter 95-2, June 1995).

	Actual Corporate Plan Forecast						
	1994	1995	1996	1997	1998	1999	
Train Revenue (000)	\$162,648	\$174,300	\$185,900	\$198,100	\$211,200	\$224,900	
Other Revenue (000)	\$13,780	\$9,800	\$10,300	\$12,000	\$12,900	\$14,100	
Total *Revenue (000)	\$176,428	\$184,100	\$196,200	\$210,000	\$224,100	\$239,000	
Avoidable Costs (000)	\$249,990	\$240,306	\$238,986	\$234,498	\$232,980	\$238,200	
Other Costs (000)	\$258,607	\$203,294	\$211,014	\$201,502	\$198,820	\$201,740	
Total *Expenses (000)	\$508,597	\$443,600	\$450,000	\$436,000	\$431,800	\$440,000	
Capital Expenditures	\$25,302	\$44,700	\$38,200	\$31,800	\$40,700	\$44,700	
Total Costs (000)	\$533,899	\$488,300	\$488,200	\$467,800	\$472,500	\$484,700	
Shortfal**(000)	\$357,471	\$304,200	\$292,000	\$257,700	\$248,400	\$245,700	
Total Govt. Funding Difference	\$318,202	\$288,000	\$248,500	\$203,500	\$233,500	\$233,500	
		Capped at:				\$170,000	\$170,000
Govt. - Shortfall (000)	(\$39,269)	(\$16,200)	(\$43,500)	(\$54,200)	(\$14,900)	(\$12,200)	
Additional Funding Required (VIA Corporate Plan)	(14.2)	14.4	31.5	43.2	12.3	12.2	



-Year end 3,523 employees.

Although rumours said that the gas tax would go up, lobbying by the automobile associations stopped that. Without the gas tax being an allocated tax, an increase cannot be justified. However Mr. Martin has indicated (like all Finance Ministers) that he does not want to see allocated taxes.

Mirabel Downgraded.

The Montreal Airports Authority is moving all scheduled flights from Mirabel to Dorval. International flights will be asked to move to Dorval in 1997. Mirabel will be used exclusively for charter flights and cargo. Dorval will get a new International wing to its terminal building (cost \$ 185 million). Like Edmonton the conclusion is that one airport is enough.

Mirabel Airport was estimated to cost \$ 500 million, but the total cost is now about \$ 4 billion. 3,900 families were displaced. It opened in 1975. The International Airlines promptly flew to Toronto direct and reduced service to Montreal. Mirabel never had good ground connections.

In contrast Dorval is very close to the railway line. There is an opportunity for VIA here to improve train feeder services to Dorval airport. The same should be done in Toronto. Both can have shuttle bus services from station to airport terminal.

In addition it says, Ottawa (ie. not VIA) will be looking at "further options" to improve efficiency of the passenger rail service. Considering that Transport Canada's top is staffed by people who come from the Privy Council with no expertise in transportation, it does not look very promising for the future of VIA. While Ottawa will tell VIA what to do, VIA will have to take the blame.

Cabinet Shuffle

The Hon. Doug Young, PC, MP left Transport and went to Human Resources. All those laid off at Transport can now turn to a familiar face for UI.

The new minister is the Hon. David Anderson, PC MP. Mr. Anderson was in Revenue. He was successful to keep the E&N running on Vancouver Island. However his scope will be limited by the further budget cuts and the lack of passenger transportation expertise in Transport Canada. Stan Keyes became Parliamentary Secretary. Stan Keyes was on the Transport Committee when the Royal Commission brought out their report and he then severely criticised it. For the information of Mr. Keyes, the Royal Commission Report is now policy without it ever having been adopted as such by the liberal party or parliament. The civil service wrote the report and now they implement it, one link at a time.

Amtrak Chooses Bombardier

Bombardier was chosen with a \$ 611 million contract to provide 18 high speed electric trains (240 km/h). The American Flyer will be different from the TGV in that it is a tilting train. More about this train in our next issue. The deal includes 15 electric locomotives for regular trains. Bombardier had the better financial package. Siemens was the runner up.

A Private, Truck Only, Toll Highway?

A group of U.S. developers want to build a private, four-lane toll highway for trucks only between Winnipeg and Duluth, Minn by 2003. The toll road would be able to handle trucks heavier than currently allowed on either side of the border.

The developers want to attract grain shipments to Duluth now that the Crow grain transportation subsidy has been eliminated. The estimated volume is 1,200 trucks per day by 2004.

The 595 km project, led by Maryland based Transportation Industries International, would parallel U.S. Highway #2 from Duluth to Crookston, Minn and then go north to a point near Richer, Man. where it would connect with the Trans-Canada Highway, where the higher loads are not permitted. Yet the Manitoba Department of Highways is studying the proposal, although officials from Manitoba's transportation industry and the Canadian Wheat Board are dubious.

The Manitoba Trucking Association called the concept interesting, but was not aware of a great demand for trucks from Canada en route to Duluth.

CP says, they have a rail line to Duluth and would be happy to respond to market demand in the corridor. [Saskatoon Star Phoenix, Jan.26.1996]

CIBC and ScotiaBank hurt

Both CIBC and the Bank of Nova Scotia do not expect that their loans to Eurotunnel are going to be repaid soon. Both have made provisions in their 1995 Financial statements for non-performing loans. Both banks are exposed for something less than \$ 100 million. There are 220 creditor banks engaged in talks with Eurotunnel about \$ 8 billion debt. Eurotunnel has suspended interest payments and wants to refinance. CIBC reported in its 1995 statement \$ 86 million in non-performing loans and made \$ 56 million in provisions in the transportation and communication sector outside Canada and the USA. ScotiaBank reported \$ 16 million in provisions.

Considering the huge profits banks make after making these provisions, maybe Canada could benefit by having them do the financing of lease-purchase for new VIA equipment. At least the benefits would stay in Canada. How about that banks?

VIA Improvements.

VIA is introducing HEP refurbished equipment on the following routes by the end of April: the **Hudson Bay** (Winnipeg-Churchill), no change in timings and with sleeping cars.

the **Abitibi** (Montreal-Senneterre, Cochrane. This train becomes a daytime train only.

the **Saguenay** (Montreal and Jonquiere).

the **Skeena** (Jasper-Prince George, Prince George-Prince Rupert) will become a daytime service only, with an overnight stop at Prince George (no more sleeping cars).

	Su.We.Fri	Mon.Thu.Sa
Jasper	Dep 13:00	Arr 16:15
Pr.George	Arr. 19:15	Dep 08:00
Pr.George	Dep.07:45	Arr 20:10
Pr.Rupert	Arr. 20:00	Dep 08:00

There will be two classes of service, one tourist oriented and one for local travellers.

VIA Silver Trains with refurbished equipment will be introduced in Southwestern Ontario: Toronto-Windsor and Toronto-Niagara Falls.

Edmonton Trolley Update

The High Level Bridge reopened on schedule and trolleybus service was restored to routes 41 and 42. Just before the High Level Bridge was reopened, Edmonton Power rewired the southern end of route 7, from 101 St. down the hill to the loop by the baseball park. Brand new conductor wire was used. As well, about 10 poles were replaced along 109 St. There is still a dieselised (interlined) 9, so revenue-earning wiring is unused to Southgate.

Low floor seems to be the only thing driving the system now. (see Dayton article)

There is a consultant's report due on the future direction of transit in the city. A draft copy says that the lack of an LRT extension has hampered transit's role. On trolleys, if the city is committed to maintaining them, it says that the present "no extension" policy is bad as it limits their effectiveness. The report also suggests a "transitway" from Southgate to the university - electrified and to be seen as a precursor to LRT in that corridor. [*The University has opposed overhead wire on the campus since 1960!, the city should put track in at the time of construction of this transitway. Ed.*]. The report also suggests trolleybus extension to West Edmonton Mall. Edmonton Transit bought 100 BBC Trolley buses, but were scheduling 45 in the AM peak and 49 in the evening peak, out of then available 66 buses (six ex-TTC units having been "rehabbed" and returned to service, leaving 32 still in storage!).

CP - CN Merger in the East?

The new CEO of Canadian Pacific David O'Brien, a lawyer, will be the first non-railway man to occupy that position on May 1. He hinted to The Globe and Mail, that he may restart talks with CN about merging the eastern part of both railways. He thinks it will help that he and Mr. Tellier (also a non-railway man) are long time friends.

In 1994 talks about merging the eastern operations of both railways broke down. As we have said here many times, the trend with deregulation is monopoly.

How about a rail infrastructure utility for the east? Of course with the privatization of CN the government has no bargaining tools left on that issue. Pity.

VIA cuts more staff.

VIA has cut another 160 jobs in Montreal.

Stations

Winnipeg

In August 1995 VIA Rail sold its Winnipeg Station for \$ 3.0 million. VIA acquired the station in 1986, and leased space to CN. However CN moved out in 1994. VIA needs about 20% of the space and does not have the funds to develop the station so as to attract new tenants.

Dayton, Ohio Trolley Update

Dayton purchased two of Edmonton's BBC trolleybuses. Ex #109 is nearing completion of the installation of its wheelchair lift. It will hit the paint shop and be in wheel by early March. Ex #110 is currently providing yeoman service daily on route 8. Dayton considers the BBC Trolley the best that were ever built!

The three prototype Skodas were introduced to the public at a well attended reception on February 1, 1996. There is still a list of defects that ETI has to work through before Dayton will accept them and put them into service. The prototypes may also be on the street by early March. The plan is to spread them around the system as soon as operators are qualified. A number of test trips were made, mostly at night, before the inaugural, but they haven't been out since that time. Among the corrections being made is a "widening" of the chopper voltage tolerance from the spec (450-800 vdc) to 300-800 vdc, recognizing the less than perfect condition of some sections of Dayton's overhead (The BBCs will operate down to 220 vdc before conking out.).

CN now U.S. Owned.

About 40% of CN shares were allocated to foreign markets. However since then Americans have been buying CN shares, and US ownership is now estimated at over 60%.

The final price per share was \$ 27.00 with \$ 16.25 due on the day of sale and \$ 10.75 a year later. There were 82 million shares. The Canadian government earned \$2.3 billion, recouping more than the \$900 million infusion to reduce CN's debt last summer. Shares initially rose \$ 4.00. In late February they were listed at \$ 23.50.

CN will cut 1,500 more jobs in 1996 and get rid of 3,200 km of track. Half will be in eastern Canada. One third may be sold to short line operators.

Mr. Tellier, CEO CN, expects talks with CP about eastern operations to show results in the second quarter (after May 1?).

Another American for Air Canada.

Lamar Durrett will be the new CEO of Air Canada when Hollis Harris steps down. Durrett worked at Delta Airlines from 1967 to 1990 and was then executive VP at Continental Airlines. He came to Air Canada with Harris in 1992.

Air Canada has had an aggressive approach to Canadian Airlines. Do Americans (or for that matter Ottawa) understand the implications of a Montreal based Air Canada succeeding in destroying a western based Canadian Airlines?

Regina

The old Union Station in Regina is now a Casino. Those who want to give more money to the government and the Casino operator can try their luck.

Just a Thought.

Should VIA have started a Casino in Winnipeg so as to help finance VIA or is that too great a gamble?

Passenger Rail Safety

Just ten years after the Hinton crash, there was a similar accident outside Washington DC. A commuter train (push-pull being pushed) did not stop for a red signal, went through a switch and had a head-on collision with Amtrak's Capitol Limited.

The commuter train car window exits failed to open, trapping the passengers. Eight passengers in the commuter train and three crew members were killed.

The Amtrak bi-level cars stayed upright, the cars were preceded by 7 mail cars. US Secretary of Transportation Pena said emergency regulations would require an engineer of a train not fitted with automatic braking equipment to call out to another crew member if the signal is red or yellow.

In addition, the new regulations require that after a train slows to less than 10 miles an hour, at a station, for instance, it cannot proceed from that point any faster than 30 miles an hour until it reaches a "clear" signal. Also, all window exits must be in working order. [Reuters from Internet]

IC-3's to visit N.America.

Two ABB IC-3 Flexliners will be tested in 1996-97 in California and elsewhere. Any agency wanting to co-sponsor should contact Amtrak or ABB. The IC-3 is a "high tech", three-car articulated, self propelled, diesel train set with good ride qualities even on mediocre track. Speed is 160 km/h with good acceleration, making it suitable for multi-stop and express runs. IC-3's can be coupled or uncoupled in seconds. IC-3's now operate in Denmark, Sweden, Israel and Germany and are coming to Spain and Belgium. VIA should test these trains in the Corridor and maybe on Vancouver Island. They would also be the ideal replacement for BCR or The Skeena.

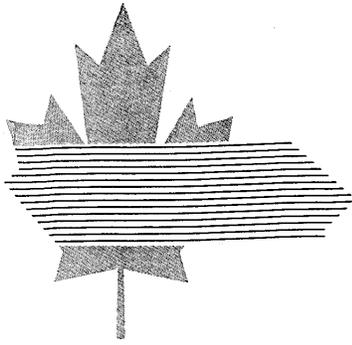
E&N Railfreight

E&N Railfreight is now a separate business unit within CP, based in Nanaimo. The success of this new business is not just in the hands of the employees and management, but of the industries, businesses and communities of Vancouver Island, said Ed Dodge VP CP Rail Operations. At present 90% of the business links through the coastal marine operation. E&N Railfreight wants more long haul traffic that originates and terminates on the island.

The same approach was taken with Atlantic Railways, before it was closed by CP and converted into short lines.

E&N Marketing Study

A marketing study is to look at ways of expanding the Esquimalt and Nanaimo Railway passenger and freight service. The study team will meet with hotel, motel, resort and pocket cruise ship operators to discuss package tours involving rail travel on Vancouver Island. The present poor service with old equipment and high fares is not satisfactory. (*Try adding a trip in the morning to Victoria and in the evening going north. Ed.*)



Transport 2000 West Canada Newsletter

96 - 2
June
1996

Published by:
TRANSPORT 2000 CANADA
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P.O. Box 583, Main Post Office,
Edmonton AB T5J 2K8

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IC3 shown in Tel Aviv, Israel, two similar units will tour the North American Continent.

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Editorial by JJB

For our organisation a picture is 2000 words, so with a new scanner to play with I have tried a few pictures in this issue.

This year Transport 2000 Canada celebrates its 20th anniversary. At the annual meeting in Toronto April 26, 27 and 28, 1996; a letter was read from D. Michael Jackson, one of the western founders of Transport 2000 Canada. Here are some extracts:

"Transport 2000 Canada was formed in Ottawa. At about the same time the Regina, then Saskatchewan Rail Committee was formed. Both met during the hearings of the Canadian Transport Commission on transcontinental rail passenger service. The two organisations merged. The first annual general meeting took place in Regina on October 1976. It coincided with the first national Rail Passenger Conference.

The issues have not changed. The issues remain environment, energy, safety, equity, and accessibility. Transport 2000 Canada response has been consistent: "a sensible balanced approach where the undisputed virtues of rail, passenger and freight, are not distorted by biased costing, taxation and public policy which favour road and air.

A dimension which was on the horizon two decades ago but is now more acute is that of collective or community opportunity and national identity, versus overreliance on market forces and yielding to continental integration. In this sense public transport policy is an element of our survival as a country. A balanced integrated east-west transport network continues for this reason to be a key part of Transport 2000's message and action".

Our organisation owe a great deal to the founders of Transport 2000 Canada. The organisation remains a respected voice nationally. You too can help by renewing memberships and donations.

Transport 2000 BC on the Net

You can find Transport 2000 BC on the internet at the following address: <http://www.vcn.bc.ca/t2000bc/>
It gives the latest news updates. The Transport 2000 BC Newsletters, Kudos, Transport 2000 BC long term transit plan, BC Transit 10 year development plan, Vancouver Transit Information etc. etc. If you are on the internet, please let us know when you renew your membership.

VIA Financial Results and Forecasts (in millions of current dollars)

	Actual					1996 Corporate Plan Forecast					
	1991	1992	1993	1994	1995	1995	1996	1997	1998	1999	2000
Passenger Revenue	140.2	140.3	151.7	162.6	163.4	165.5	178.4	191.5	204.6	217.8	231.9
Other Revenue	9.9	15.5	12.5	13.8	11.6	11.3	10.2	11.7	12.9	14.0	14.9
Total *Revenue	150.1	155.8	164.2	176.4	175.0	176.9	188.6	203.2	217.5	231.9	246.8
Cash Operating Costs	478.1	487.1	485.2	438.5	397.3	406.0	368.0	368.0	365.8	369.3	374.7
Restructuring charges	24.7	12.9	15.3	19.9	20.4	31.8	30.6	6.2	5.2	5.7	4.4
Total *Expenses	541.4	533.0	548.0	508.6	418.3	437.8	405.9	374.2	371.0	375.0	379.1
Capital Expenditures	40.1	44.7	11.8	25.3	39.6	39.0	46.2	29.0	32.3	26.9	37.7
Total Costs	581.5	627.7	559.8	533.9	457.9	476.8	472.1	403.2	403.3	401.9	416.8
Shortfall	431.4	422.0	395.6	357.4	282.9	299.9	283.5	200.0	185.8	170.0	170.0
Total Govt. Funding	392.8	388.9	348.1	318.2	295.4	264.5	200.0	185.8	170.0	170.0	170.0
Difference								Capped at: 170.0	170.0	170.0	170.0
Govt. - Shortfall	(38.6)	(33.1)	(47.5)	(39.2)	12.5	(35.4)	(83.5)	(15.8)	0	0	0

The differences have been absorbed through the sale of assets and reduction in amortization.

	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000
Train.km (000)	9,914	10,245	10,302	10,315	9,950	10,326	10,326	10,326	10,326	10,326
Passengers (000)	3,633	3,601	3,570	3,586	3,597	3,835	3,986	4,118	4,240	4,366
Passenger.km (000,000)	1,315	1,324	1,299	1,322	1,375	1,454	1,507	1,557	1,600	1,652
Seat.km (000,000)	2,240	2,281	2,196	2,197	2,227	2,234	2,354	2,354	2,354	2,354
Seat.km / Train.km	226	223	213	213	215	227	228	228	228	228
Pass.km / Train.km	133	129	126	128	135	141	146	151	155	160
Passenger.km / Seat.km	0.59	0.58	0.59	0.60	0.61	0.62	0.64	0.66	0.68	0.70
Revenue/Operating Cost ratio	0.314	0.32	0.338	0.405	0.44	0.501	0.552	0.595	0.628	0.658
Staff	4,402	4,478	4,131	3,718	3,178	2,892	2,830	2,829	2,827	2,826
% Reduction in train.km vs 1989			-47							
% Reduction in Passengers vs 1989			-45	-45	-41	-40	-37	-35	-33	32
% Reduction in Passenger.km vs 1989			-47	-46	-42	-40	-38	-36	-34	-32
% Increase in Ave. Fare vs 1989			22	30	33	36	41	44	49	56
% Increase in Cost of Living vs 1989			14	15	17	19	21	23	25	27

VIA Rail tabled its annual report and Corporate Plan at the end of April. The estimated performances for 1996 through 2000 are shown in italics. The corporate plan is independent of the Transport Canada review that the minister of Transport promised last year. VIA expects to meet the further reductions in government support, however as can be seen, there will be no capital investment, since amortization payments are used to pay for the difference in shortfall and government support payments.

The other problem that is facing VIA is track. The rapid program of abandoning track (the only high speed rail in Canada?) means for VIA that it may not be able to operate trains, where it now does.

VIA continues to reduce its costs, while maintaining its train.km. In fact some portions of the corridor more than meet avoidable costs and could use additional service. In our next issue we will again analyse the specific performances of each train.

Results were affected in 1995 by a strike.

HEP Inventory of VIA

Motive Power	Series	Total
F40PH2 - GPA30	6400	59
A-Units-GPA418	6300	0
Steam Generator Units	15400	0
Rail Diesel Cars	6100	6
LRC Loco MPA27	6900	7
Switchers GS10	200	2
Total Motive Power	(95)	74
Cars		
Baggage - S.S.-HEP	8600	20
Bagage-Combination	7100	2
Baggage by - mod.	9600	1
Coach - SS HEP	8100	46
Coach - AC (Mod)	5100	1
Diner - SS HEP	8400	15
Skyline - HEP	8500	16
Sleeper - Chateau HEP	8200	29
Sleeper - Manor HEP	8300	41
Sleeper - Park HEP	8700	14
HEP2 - Coach	4100	26
HEP2 - Club	4000	7
LRC - Coach	3300	74
LRC - Club	3400	24
Total Car Equipment	(351)	316

Figures in brackets are 1994 totals.

There are 6 decommissioned RDC's in Ottawa, as well as 3 non HEP Park cars.

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TRANSPORT 2000 CANADA is a national federation of consumers devoted to advancing the public interest in transportation of all modes. A registered charity, it is involved with research, public education and advocacy of public transport issues. It publishes a newsletter "Transport Action".

TRANSPORT 2000 CANADA [Alberta Branch], Transport 2000 BC, Transport 2000 Saskatchewan and Transport 2000 Manitoba are separate organizations in the western provinces. Half the membership fee goes to the Federal Organization.

This newsletter was edited by John Bakker

From VIA Corporate Plan: Marketing Initiatives.

If the corporation is to meet its revenue targets, it must continue to meet or exceed customer expectations. As a result, the corporation will continue to focus on improving the product through such things as the introduction of scheduling improvements in the Corridor, launching a loyalty/frequent user program, expanding seat capacity between Jasper and Vancouver during peak season, improving customer's access to information, reservation and ticketing world-wide through continued link-ups with other reservation systems.

Major Planning Assumptions

- Aside from minor train schedule revisions, no changes to the train services network will be made during the plan period. It is also assumed that CN/CP line abandonments will not cause significant service changes.
- Government funding will fall to \$170 million by 1998/99.
- The Plan is based on a projected annual average inflation rate of 2%.
- Over the plan period domestic travel in Canada is expected to grow by an average of just over 3% annually, while travel to Canada by foreign tourists is expected to grow by 2.5% annually.

Risks And Issues

- The Plan is based upon achieving significant revenue growth and cost reduction initiatives over the next five years. Success in achieving these objectives is critical to VIA's ability to operate within the reduced funding levels.
- The Plan calls for \$172 million of capital expenditures over five years. While this amount will suffice to fund those essential capital expenditures required to maintain the current train service network to 2000, it is insufficient to significantly improve the corporation's financial performance beyond the Corporate Plan's projections. In order for VIA to enhance its competitiveness and further improve its financial performance, it needs to improve its products (e.g. shorter trip times) and this requires higher levels of investment.
- The new *Canadian Transportation Act* could increase VIA's financial risk because it will facilitate the sale and abandonment of lines by CN and CP. It will end VIA's right to operate over lines which are sold and to acquire abandoned lines at net salvage value. VIA could be faced with significant capital costs if it is obliged to acquire lines at market value and then have to invest to keep them operational.

VIA Reservations Updated.

VIA Rail now makes all passenger rail accommodations available via the travel industry's computer reservation systems (CRS's). VIA is now available on Sabre, Galileo Canada, Worldspan and the Apollo (U.S.) system. VIA is also on the internet: <http://www.viarail.ca>.

With the addition of sleeping car space to the already-available coach and VIA 1 first class seats on trains across Canada, VIA inventory and information on products, services, schedules and fares is now accessible to travel agents and their clients in Canada, the U.S., Mexico, South America, Europe, the Far East (mainly Japan, Taiwan and Hong Kong), Australia and New Zealand. As VIA's Keon Sirsly stated, "this is an important step forward that will further solidify VIA's industry position on the worldstage as a mainstream operator of surface transportation."

"Our products and services become even more attractive in both the domestic long-haul and international travel markets," said VIA's vice-president of Marketing Christena Keon Sirsly. "Our transcontinental trains are clearly the biggest drawing card for tourists coming to Canada, making it easier for travel planners to book and sell the products their clients want just makes good business sense."

Comment by Editor: The problem however remains a lack of capacity. VIA could fill a daily north and south Transcontinental train. It will be frustrating for travel agents to be able to read on terminals that there is no space available. Welcome tourists but there is no space on the train....

Skeena Connections?

The new Skeena service does not connect at Jasper with *The Canadian*. To and from Edmonton there is a day wait at Jasper. To and from Vancouver the trains miss each other by 45 minutes, giving a two day wait. Has this schedule been designed by the expensive inn keepers of Jasper?

Westbound	Canadian	Mon.Thu.Sat.
Jasper	arr. 14:20	dep.15:30
Eastbound	Canadian	Su.Tue.Fri.
Jasper	arr. 13:45	dep. 14:55
Skeena	Su.We.Fri	Mon.Thu.Sa
Jasper	Dep 13:00	Arr 16:15
Pr.George	Arr. 19:15	Dep 08:00
Pr.George	Dep.07:45	Arr 20:10
Pr.Rupert	Arr. 20:00	Dep 08:00

Even if The Canadian ran daily the connections would be equally bad. The solution could be to have The Skeena leave Prince George an hour earlier (BC Rail leaves at 7:00) and Jasper one hour later. We assume on time performance!

Greyhound Being Treated like a Dog.

On April 12, 1996, The National Transportation Agency of Canada released a decision requiring Greyhound Lines of Canada Ltd. (Greyhound) to have a licence to operate its proposed air service in Canada. Under federal guidelines, foreign companies are limited to 25-per-cent ownership of Canadian airlines. Dial owns 68.5 per cent of Greyhound shares. The decision was made following a complaint filed by WestJet Airlines Ltd. on the propriety of the proposed Greyhound/Kelowna Flightcraft Air Charter Ltd. operations.

The NTA concluded that if the "Greyhound Air" service were to commence as proposed by Greyhound/Kelowna, Greyhound would be operating a publicly available domestic air service.

Canada's transportation law as enacted by Parliament, prohibits the operation of a domestic service without a licence. Greyhound does not hold a domestic licence.

At the end of April the board of **Greyhound Lines of Canada Ltd.** approved the restructuring of the Calgary-based transportation company, removing one more obstacle to the company's plan to launch a discount airline. Under the restructuring, Greyhound would be split into two separate entities. Greyhound Canada Transport Corp. would take over Greyhound's intercity bus transportation business, while Dial would keep the hotel and tourism subsidiary, Brewster Transport Co. Ltd.

Greyhound appealed the decision of the NTA. However on May 10, 1996 the NTA turned Greyhound down again. Greyhound has now appealed to cabinet, but its starting date of May 22, 1996 has been set back. Greyhound would like to start June 15.

On May 27, 1996 the Federal Court of Appeal granted Greyhound the right to appeal the NTA decision (hearing date June 24). Greyhound would like to be operational to take advantage of the summer season.

Transport 2000 Canada applauds the concept of connecting services that Greyhound wants to introduce. Several years ago Greyhound attempted to make connecting arrangements with Air Canada, however airline schedules change so often, that to set up connecting bus services proved to be almost impossible.

An even better solution would be to continue the Skeena to Edmonton. There is no air service to Jasper, and connections are surface only. When VIA moved the Skeena from Edmonton to Jasper passengers went from 26,000 to 14,000.

In late April the editor took a trip from Toronto to Ottawa on VIA. The train consisted of an engine and 3 LRC cars. The norm in the industry is that for trains 5 cars or less a multiple-unit train would be more efficient. Of course that would require investment in new equipment, and no money is made available.

Below are some pictures of multiple units used in Europe. Both are made by

VIA Intercity Trains.

the Bombardier group of companies. These units have one driver only. Diesel Multiple Units (tilting?) that can be coupled and allow passage between units would be the most advantageous.

Trains from Ottawa and Montreal could then be combined at Brockville and continue as one train to Toronto. Coupling and combining can be done in

seconds, just as is done with the LRT in Calgary and Edmonton. Because both units are motorised, the forces on the couplers are small.

It would be possible to give Ottawa-Toronto 7 trains per day (now 4), and Montreal-Toronto 8 trains per day (now 7), with 2 express (now 1). The increase in train.km would be 6%. However most trains would have only one man driving. JJB

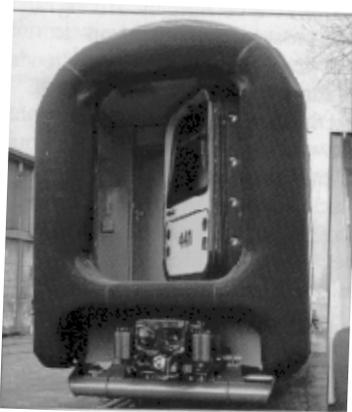


A new two-car Diesel Multiple Unit Train (DM'90) meets an older Diesel Multiple Unit Train in Holland. Notice that neither train permits passage from one unit to another, if coupled. The Dutch Railways ordered 53 units. DM'90 is made by Talbot (=Bombardier). Some specifications are: The DM90 seats 135 passengers, length 52,340 mm, weight empty 93.8 t, top speed 140 km/h. Cost Cdn\$ 5.5



Photos from Rail Magazine (NL)

A new Electric Multiple-Unit Train (AM96) of the Belgian Railways. Note that this train made by BN (=Bombardier) allows passage between units when coupled. The rubber end is made by ABB (now ADtranz), and is also used on the IC3.



The cab end of an IC3, the door with the driver's controls attached fold back so as to give a clear passage. The IC3 has an inflatable rubber intercommunication gangway system. This air- and watertight arrangement provides operational flexibility of joining and dividing trainsets (30 seconds) while still retaining access through the entire train for catering trolleys and train staff.



First Class 2+1 Seating in AM96



Driver's controls, one man operation

TGV's in Florida

The Bombardier-GEC Alstom consortium also won a competitive bid for Florida high-speed train service. The trains will be called Florida Overland eXpress (or "FOX"). The group plans to use **all new right-of-way** to connect Miami Airport, western Broward County, West Palm Beach and Orlando Airport in 2004; and then the Disney area, Lakeland and Tampa in 2006; at a cost of **\$4.8 billion**. The system will be integrated and have connections with other rail systems, as well as air, bus and ships.

Freight Multiple-Units for Germany



The Railway Gazette International (April 1996) reports that the German Railways has ordered a fleet of six self-propelled transport units. Delivery will

be February 1997. Each 86 m long five-car unit will be able to carry ten containers or swap bodies weighing up to 160 tonnes. Speed will be 120 km/h. Power will come from two 400 kW automotive diesel engines.

This development could be particularly interesting for Canada, if these units were combined with passenger multiple unit trains, for example in the corridor. Maybe the mail would even move faster. [Source Railway Gazette International April 1996; Comment by JJB.]

Amtrak Selects Bombardier's *The American Flyer*.

Canada Finances Amtrak

The winning bid to provide high-speed Metroliner service between Washington, New York and Boston (1,030 km) was the American Flyer, to be built by a consortium made up of **Bombardier** Corporation and GEC Alstom.

Amtrak ordered 18 electric train-sets, which will have power cars on both ends, five 67 seat coaches and one food-service car (with 10 revenue seats; total capacity 345 per train). The trains are to run from New York to Boston in no more than three hours, **use tilt technology**, and run 240 km/h in places. Incorporating many safety features, including crumple zones, they are described as the 'safest trains in the world.' Each seat will have computer and audio entertainment outlets. Trains also will have telephones and fax machines.

The American Flyer's propulsion system will be supplied by GEC Alstom (as are the French TGVs'. Bombardier will build the car shells at its plant in La Pocatiere, Que. (as they have for Amtrak's Horizon and Superliner II cars), and assemble the trains at plants in Barre, VT and Plattsburgh, NY. This will create 6,000 new jobs in the US (including those at an estimated 73 suppliers in 23 states).

The deal also includes 15 new electric locomotives to supplement the AEM-7 fleet when conventional service is expanded on the Boston end and to replace old E-60's that haul long-distance trains south of New York. Also, there are three maintenance facilities - a four-track one in Washington, and two-track turnaround ones in New York and Boston.

Bombardier will finance the \$611 million needed for the trains, plus some of the cost of the maintenance facilities, through their banks. The total deal is worth **\$754**

million. Amtrak said the new trains will attract two million new rail riders a year (1.4 million diverted from the New York-Boston air corridor), rewriting in a **net positive annual contribution of \$150 million** to Amtrak's operations. Amtrak President Tom Downs said it was better to spend "a billion-and-a-half dollars" on the entire electrification-and-train-set project than spend \$5 b. on another Boston airport.'



American Flyer financed by Canada

The Clinton budget for fiscal 1997 includes a one time \$80 million grant for train-sets and maintenance facilities.

No Capital for VIA!

Once again Canada finances Amtrak, first with Superliners, now with tilting TGV's. The one thing that does not happen that Canada invests in Canada. VIA needs capital investment badly, so that it can operate more trains more economically and as a result get more revenue.

Delivery starts in 1999

The first set arrives in early 1999 at Pueblo, CO for six months of testing, with a second set tested in the Northeast. Starting in October 1999, two-to-three sets arrive monthly. The train-set order was reduced from 26. According to Amtrak, six of the electric sets were considered not to provide an adequate return on investment, and there was no funding for the two fossil-fuel sets (which were to have been demonstrated on corridors across the U.S.). But Amtrak said they could still be developed. NARP thinks these sets must be built to provide the rest of the U.S. some benefit from this Northeastern project. An FRA-Amtrak-New York State project involving turbo-trains (Dec '95 News) continues.

Electric catenary construction between New Haven and Boston is to begin June 6, for completion in October 1999.

"Talent", Diesel Light Rail Made by Bombardier

The "Talent" is a joint effort by Bombardier-Eurorail companies BN in Brugge (Belgium), Vienna Railcars (Austria), ANF in Crespin (France), Prorail in West Yorkshire (GB) and Talbot in Aachen (Germany). The effort took 18 months to produce a prototype shown in the photograph.

The Light Rail Diesel unit will be made as a single unit, or with one, two or three articulations. It is also possible to vary the seating arrangements in minutes depending on the type of traffic. (Commuter, Shopping or Airport service for example). The first diesel unit will be operated between Aachen in Germany and Heerlen in Holland.

The train can also be supplied for electric traction. Eight electric units have been ordered by BLS in Switzerland. Up to three units can be coupled and operated by one driver.

The bodyshell is designed to make modification to tilting possible. Top speed is 140 km/h, but has been licensed in Germany for 80 km/h. Cost is about Cdn\$ 2.3 million.

No doubt the Regio Sprinter can also be built with extra articulations.

The Diesel Light Rail vehicles have been developed for the branch lines in Europe. A greater future exists for the Diesel Light Rail car as an alternative to an electric Light Rail Transit vehicle. The width in that case would be limited to 2.65 m



Photo from Rail Magazine (NL)

Diesel Light Rail "Talent" Made by Talbot (=Bombardier) in Germany

Comparison of Diesel Light Railcars.

Name:	Regio Sprinter	Regio Shuttle	Talent			
Builders:	Siemens/Duewag	ADtranz (ABB)	Talbot (Bombardier)			
Type:	Single Articulated	Single Unit	Single Unit	Single Articulated	Double Articulated	Triple Articulated
Length (m):	23.98	24.46	27.74	30.71	41.06	51.41
Width:	2.97	2.9	2.81	2.925	2.925	2.925
Floor Height:						
Low part: (mm)	530	600	590	800	800	800
High Part: (mm)	1,130	1,000	1,130	1,130	1,130	1,130
Doors/side:	2	2	2	2	3	4
Door width (mm):	1,300	1,300	1,300	1,300	1,300	1,300
Empty Weight (tonnes):	31	32.2	37.2	41	50	59
Diesel Power kW	2X198	2X228	2X191	2X257	2X257	2X257
Max. Speed: km/h	100	120	120	140	140	100
Seats (including folding)	74	76	72	80	112	144
Cars built:	28	30		1		

Regio Sprinter being tested in Calgary

The RegioSprinter of Siemens-Duewag is being tested in Calgary between Shawnessy Station and Anderson C-Train station. The testing time is from April through August 19 and operation is Monday through Friday in the peak periods (AM 6:07 to 8:42, PM 3:30 to 6:27). The cost to the passenger is free, although a fare is required when transferring to C-Train. The cost to the city is \$ 300,000 for insurance, track rent from CP and operating costs. CP Rail staff operates the car. Trip time is 8 minutes. Preliminary work is due to start on the southward extension of the C-Train in 1997. In September the car will go to California, where it will be on display at a transit conference.

After a month of operation about 850 commuters use the RegioSprinter daily. On the first day 218 passengers used it. There have been some minor problems, such as the car getting hot, during its midday lay-over in the yard and a CP freight train breakdown.

Calgary and Siemens should be congratulated for this initiative. The interest throughout N. America is great.



Regio Sprinter shown in Germany

Cost per car \$ 2 million. Max Speed 100 km/h. Seats 70

Standing 100. Max. weight 50 tonnes

For Edmonton see page 7.

No More Edmonton Muni

On June 1 Edmonton Muni, the downtown Airport in Edmonton, closes for commercial airlines. Only charter flights remain. All commercial flights will now be routed to and from the International Airport 15 km south of the city. The decision was made last fall in a referendum.

Connections should improve and some airlines are adding flights. It is hoped that it will no longer be necessary to change planes in Calgary, the ultimate insult to Edmontonians.

Rail Test for Edmonton?

The Edmonton Regional Airports Authority wants to test the so-called RegioSprinter - a light-weight commuter train - over two weeks in the middle of August, says authority vice-president Garry King.

The move to test the RegioSprinter in Edmonton was prompted by a survey that showed the top choice for getting to the Edmonton International Airport would be by LRT.

Passengers participating in test runs to the airport would not be required to pay any fare because they would have to disembark in Nisku and bus from there to the airport.

But several hurdles remain before the RegioSprinter arrives in Edmonton somewhere around Aug. 12. The authority needs to convince Calgary to give up the test vehicle a week early. The RegioSprinter is scheduled to run there until Aug. 19 and then it's booked for the USA.

Negotiations are also under way with CPRail to use its existing rail line from south Edmonton (Whitemud) to Nisku.

CP senior manager of communications, Don Bower, was quoted in the Edmonton Journal saying that the idea is preliminary, but the rail company is generally supportive. Bower noted CPRail already accommodates commuter traffic in Montreal and Vancouver. It is also permitting the RegioSprinter to run on its track in Calgary.

In any Edmonton trials, the railway's existing freight traffic would take precedence, Bower said. "We are not prepared to go out of the freight rail business to do a test, so we have to look at a way to do both," he said.

If the test proves successful, funding from a number of partners would be needed for costs of about \$60 million for a fleet of 10 cars and the construction of a bridge and rail spur across Highway 2 and into a new airport terminal building.

The commuter service would also link up with the City of Leduc.

Meanwhile, airports authority president Scott Clements said six downtown locations are being studied as sites for a new airport terminal scheduled to open this fall. If rail access is a factor then Grandin Station would be an ideal location. The commitment of the airport authority for future rail will be quite transparent in their choice of location. The downtown terminal will offer concessions, easy access and 10 to 12 modern buses leaving for the airport every 20 minutes at a price of \$11 to \$15 one-way. [Source: Edmonton Journal]

Comment: The test with the RegioSprinter may not be successful, since the trip will not start downtown or finish at the airport (which means 2 transfers). Why not just have an open house at Grandin Station?

New Technology Update.

The Hybrid Bus.

The Hybrid Bus is now in the testing phase and is undergoing trials in New York City. The bus being tested is a low floor bus.

In the Hybrid bus there is a smaller diesel or natural gas engine which runs at a steady speed. The engine is rated at 142 kW, as compared to the regular diesel bus rating of 205 kW. The smaller engine supplies the average power demand, rather than the peak power demand as required in the regular diesel bus. The engine is coupled to an alternator and then to a rectifier of 100 kW as is commonly used in stand-by emergency power applications. The transfer of the mechanical diesel power to electric power gives an efficiency of 90%, the efficiency to the road is about 80% from the electric power. The combined overall efficiency is about 70%, as compared to the overall efficiency of a regular diesel bus of 40%. The DC electricity is then sent to a Nickel-Cadmium battery and (if required) to inverters and AC wheel motors, one for each wheel. Again the AC induction wheel engines are standard for industrial compressors and heat pump applications. During acceleration the inverters and motors draw on the battery for extra power, during braking the inverters return some of that power back to the battery. The Nickel-Cadmium battery adds about 2,000 kg to the weight of the bus. Research is being done to use ultra-capacitors as an electrical storage device.

Less fuel and emissions!

The fuel economy is about 30%. The experimental bus in New York has also shown a 60% reduction Particulate Matter (PM) and a 40% reduction in oxides of nitrogen compared to the exhaust system of a regular diesel bus. The substantial reduction in emissions make these buses a prime candidate in an all bus system. However the capital cost of the bus is 25% more than a regular diesel bus. It may become the ideal substitute for the regular diesel bus (but not for the trolley bus, Edmonton and BC Transit please note!).

Dual-Mode Bus.

The Hybrid Bus should not be confused with the Dual Mode Bus. Dual-mode buses use two sources of power. The best example is in Seattle, where articulated trolley buses also have a diesel engine. The bus goes in trolley mode through the downtown tunnel and travels in diesel mode outside the tunnel.

Carrying an extra engine increases the weight and as a result the capital cost and the cost of operation.

Hybrid LRT?

One future possibility is to apply the Hybrid concept to Light Rail Transit. Instead of using a diesel Light Rail Vehicle, a Hybrid could be used. In a hybrid a natural gas engine or a fuel cell are also alternatives. Again standard components could be used. The possibilities of reducing operating costs are enormous.

Vancouver Airport Profit

Vancouver International Airport has posted an operating Profit of \$58.5 million for 1995, but its \$360 million expansion project, which includes a new international terminal, second runway and parkade, has left the not-for-profit airport authority deeply in debt.

The debt includes a \$275 million construction loan with a consortium of lenders, which will drop to \$220 million by the end of next year, according to the company's annual report.

Airport improvement fees paid by departing passengers brought in \$42.2-million last year. On the operating side, aircraft landing fees brought in \$28.5 million, up \$4 million from the previous year. Concessions brought in \$33.2 million, terminal fees \$17.8 million, parking \$12.2 million and rentals \$9.7-million.

The airport paid \$38.4-million to its landlord, the federal government and \$5.2-million in grants in lieu of taxes.

More Passengers with Trolley Buses

The City of Arnhem in Holland is the only city left in that country with trolleybuses. They want to improve and extend their network, using articulated trolley buses for the main lines (but with longer distances between stops) and feeder diesel buses. Compared to an all diesel system, they found that trolley buses would attract 8% more passengers. For that reason as well as the environment the City of Arnhem has asked the central government of Holland to provide the extra funding for the infrastructure, as is done for tramways.

[Source: OV Magazine, NL].

Less Vancouver Trolleys

BC Transit will reduce the use of trolleybuses. In September 1996 the start of RapidBus service along the Broadway — Lougheed corridor will involve diesel buses making limited stops with fairly frequent service (10 minutes or better). BC Transit hopes to reduce the #9 Broadway trolleybus service by an unstated amount as the RapidBus service begins. The #9 is the busiest bus route in the system (47,000 riders a day) and carries a large number of short-haul passengers. Whether a service reduction on the local route will be accepted when so many trips are short-distance is a question that remains to be answered.

In our next issue we will look into the lack of commitment for Trolley buses in Canada. Both Edmonton and Vancouver are reducing the use of trolleybuses.

Edmonton's Mayor wants to Privatize Transit

Mayor Bill Smith wants to contract out city bus driving jobs to private companies.

Privatizing the drivers' work would lower the city's costs and improve service, Smith wrote in a letter to Transportation Department manager Rick Millican.

"The ridership would be unaware of any difference other than improved service and perhaps even lower fares."

Copies of the letter, stamped urgent and confidential, were also sent to all city councillors. Smith acknowledges that his proposal would meet strong opposition from transit unions. But it would end "overly costly, work rules" and bring wages into line with equivalent jobs in the private sector, the letter said.

Bill Chahal, president of Amalgamated Transit Union Local 569, was upset by the proposal. "If he thinks we will take it lying down, he's talking to the wrong guy." Chahal said studies show that contracting out doesn't work well in medium-sized cities

like Edmonton. He said private companies care much more about profit than service.

Chahal was on the verge of taking a tentative collective agreement to the union's 1,400 members.

Millican said council has never instructed the department to look at contracting-out options. A transportation master plan, due for release this spring, will hold no such recommendations. Millican said the transit union has co-operated with the city to cut costs. "The union negotiated a reduced rate for para-transit or small bus operators."

A number of city councillors were disturbed by the letter.

Smith's letter captured the attention of Don Briggs, owner of Briggs Bus Lines, which supplies school bus drivers in Ed-

monton. Briggs would certainly look at bidding on Edmonton routes, should they ever be up for grabs.

There are other ways to save money without privatizing jobs, Briggs said, charging that the city offers too much service. "Ninety per cent of the buses have only three or four people on them." That comment shows that if service levels were left to the contractor, there would not be an improvement.

Bus drivers think the city is going after their benefits. "The government laid off a whole bunch of nurses and then they turn around and hire at casual levels so they don't have to pay all of the benefits," one driver said. "People are working at casual levels and then the economy is not good because if people aren't working how can they buy?"

Comment: It is interesting to note that management disagrees with the mayor. Is contracting of management next? There is no doubt however that contracting out increases part time work, and reduces wages and benefits.

[Source: Edm. Journal]

St. Albert contracts

St. Albert, just northwest of Edmonton, has been contracting out bus services since its inception in 1974. Initially St. Albert contracted for bus maintenance and drivers from the City of Edmonton. However Edmonton charged too much overhead with the result that St. Albert built its own garage and went to tender. Grey Goose Bus Lines provides drivers, while other contractors look after maintenance and cleaning.

The contractors have to have a labour agreement in place for the length of the contract, making the system strike proof.

However the City of St. Albert determines which services are to be provided.

Standards of service have in fact improved. Savings were about 30%.

Transit Officials push for 50 new buses in Victoria

Greater Victoria needs 50 more buses to service riders in peak commuting hours costing \$ 16.5 million over five years. The plan is to increase transit's share of regional rush hour travel to 7.2 per cent in the year 2001 from the current 6.6 per cent.

Transit planners not only want to expand peak hour capacity but add more express service and new direct transit routes. Last year the first suburban cross town routes (39 Royal Oak/UVic and 51 - CanWest/UVic) were added.

Additional suburban routes are proposed to link the Western Communities with Royal Oak (this year) and to link the Western

Communities with Esquimalt (1998). The province provided \$ 386,000 of \$970,000 needed for improvements this year. Details will be announced in August for September implementation.

Victoria, like many North American cities has found that there is increased suburban-to-suburban travel. Most transit systems are focused on downtown and that is one of the reasons why transit' has been losing market share. Creating a network will require however a timed transfer network design, and only the new schedules will show whether crosstown routes connect with the downtown oriented routes.

Increased Losses for STC

Saskatchewan Transportation Company (STC) tabled its 1995 annual report on April 18, 1996. The report shows a net loss of almost \$5.5 million, an increase of 57 per cent from a loss of \$3.5 million in 1994.

The loss marks the second largest in the company's history, second only to \$6.7 million worth of red ink in 1991.

Over the past five years, the government-owned bus and express company has recorded total net losses of \$23.5 million. Minister Doug Anguish says he opposes privatization of the company and believes that a better financial picture will begin to emerge and STC could break even by 1999.

The minister said that STC cannot be judged merely by its bottom line. Anguish maintains STC is necessary to provide bus service for small communities that are not large enough to get service from a private bus operator.

STC president Peter Glendinning said a key reason for the 1995 loss was investment the company (over \$ 1.1 million) made into broadening its business base and improving its technology.

A five-year business plan has been put in place to expand STC's freight business and streamline operations through use of a computerized freight handling and tracking system. The company launched a new overnight express service in 1995 and purchased a fleet of 11 trucks to handle the additional freight business.

Trucks instead of Buses

But while STC has moved into the freight express business, it is also cutting back its traditional bus service. Total bus mileage was down by 300,000 miles in 1995 to 3.7 million. Meanwhile, STC added 453,000 new truck freight miles.

Revenues from scheduled service totalled \$12.3 million, up from \$12 million in 1994. But revenue per mile was \$3.38, down from \$3.65 the year previous.

On the expense side, operating and administration jumped from \$16.4 million in 1994 to just under \$18 million last year.

As new buses are added, transit will become increasingly accessible as more new low-floor, wheelchair accessible buses are bought. By 2001, two-thirds of peak-hour buses and all off-hour buses will be wheelchair accessible.

It is also expected handyDART service will grow by more than 30 per cent during the next five years.

Manitoba News.

The editor would like to get more news from Manitoba. Any volunteers?

CN Annual Meeting

HEAD Office Montreal.

CHIEF EXECUTIVE: Paul Tellier.

REVENUE: 1995, \$4.1 billion

LOSS: \$1.1 billion.

TRACKS: 29,000 km.

EMPLOYEES: 24,000.

CHALLENGE: To reduce costs compared with U.S. Railroads.

PLANS: Cut 1,500 more jobs (6%) and 3,200 km of track this year (11%).

Some Unhappy Shareholders

Some Canadian National Railway shareholders roasted the company's president for thousands of job cuts, at CN's first annual meeting. (7/5/1996).

One union leader even introduced a motion to freeze compensation for senior executives, as the historic railway faced shareholders for the first time since privatization.

The motion did not pass, as grey-suited institutional stockbrokers outvoted others who wanted to get back at president Paul Tellier for cutting jobs while enjoying compensation of about \$625,000. Ron Bowden with the Brotherhood of Maintenance of Way Employees demanded to know why Tellier was granted a \$200,000 bonus for the successful share offering last fall.

In fact, Tellier said another 1,500 jobs will go this year, as previously announced, and some 3,200 km of track will be abandoned or sold as CN continues its relentless drive to measure up to competitors.

Tellier noted that in March the railway carried a record volume of goods, with 11,000 fewer people on payroll compared with four years ago.

Forty-two per cent of CN employees bought company shares, which have increased in value by 50 per cent since issued last October, defying analysts' predictions.

Tellier said the company is on target to reach an operating ratio of 85.6 per cent this year, which means it spends 85.6 cents on every dollar in revenue. The rest is profit.

The operating ratio in 1995 was 89.3, but Tellier said the average of major North American railways was 80 per cent. CN's goal is to reach 82 per cent by the year 2000.

CN lost \$1 billion last year, after writing down the value of its assets in Eastern Canada. Otherwise it would have made a profit of \$362 million, on \$4.1 billion in revenue.

CN improved in the first quarter, earning \$82 million, and Tellier expects the railway's revenue to keep pace with the growth in the Canadian economy.

CP stays on black-ink track

Canadian Pacific Ltd. reported sharply higher first-quarter earnings Wednesday, continuing the company's revival. Profit in the three months ended March 31, jumped to \$137.8 million (last year \$27.4 million). Revenues surged to \$2.18 b. from \$1.72 b.

Most of the company's businesses contributed to the improvement, especially CP Rail System, which increased freight volume by three per cent.

At the company's annual meeting in Vancouver, shareholders approved a reorganization to simplify the company's capital structure. The restructuring established a separate railway company along the lines of CP's other subsidiaries. CP Rail was previously a division of CP Ltd.

"The simplified structure will give the railway direct access to capital markets and more focus in the financial community," outgoing chair and CEO William Stinson said at the Vancouver meeting.

CP Rail's cost-cutting program should contribute to better operating results and 87-per-cent owned PanCanadian Petroleum should have another record year for earnings and cash flow in 1996, Stinson said.

David O'Brien, who was elected chair, president and chief executive officer, said capital expenditures totalled \$360 million in the first quarter and will reach \$1.8 billion for the whole year of which CP Rail will get about \$550 million.

Not all shareholders were satisfied. "CP is lagging behind its competitors and its asset

Balanced Transportation Toronto Style

The Government of Ontario cut \$ 18 million in grants for construction and maintenance of roads. Metro Toronto Council made up the entire loss out of property taxes. At the same time the province cut \$ 23 million from the Toronto Transit Commission. Metro Toronto cut their transit subsidy by the same amount.

[Source: Globe and Mail, May 8, 1996]

base is down to \$14 billion from \$22 billion a few years ago," one shareholder said. Stinson agreed the company had under-performed during the last 10 years but pointed out it had done well during the last three years, a performance reflected in CP's share price.

"We have the opportunity to generate considerable shareholder value over the next few years," O'Brien said. "We will do it by becoming more of an operating company, focusing principally on our core energy and transportation businesses.

As part of this strategy, CP will speed its plan to sell \$1 billion worth of shopping centres and other buildings to reduce its exposure to real estate, including 800 Burrard in Vancouver.

O'Brien said CP's Marathon Realty subsidiary will accelerate plans to sell shopping centres, office buildings and four U.S. development sites.

The company will become much more streamlined and focus on office building and development in Toronto, Montreal and Vancouver. The company will also seek to market its railway corridor in Vancouver.

Ken Moir, who was at the Annual Meeting reports that CP considers high taxes and truck competition the main reason, why track in the east will be torn up.

[Source: Vanc. Sun and Ken Moir]

Canadian Airlines Loss.

Canadian lost \$ 194.7 million in 1995. There was a \$ 61 million one time charge in restructuring. These included removing unprofitable operations, consolidation of heavy maintenance in Vancouver and the sale and lease back of 18 aircraft. The loss in 1994 was \$ 53.7 million.

Revenue grew by 5.9%, traffic grew by 4%, capacity grew by 11%. The load factor went down to 65.3%. Shareholders were displeased, particularly employees who had bought into the company. They criticized management.

Unhappy AC Shareholders.

Shareholders at the Annual Meeting of Air Canada expressed their displeasure with Hollis Harris. Share prices have dropped, and executive bonuses have gone up. Shareholders were also unhappy with the fact that another American (Lamar Durrett) will become CEO of Air Canada.

Air Canada had a loss of \$ 96 million in its first quarter. They still hope to reach a \$ 100 million profit target this year, however.

It seems to be a trend that shareholders in transportation companies are unhappy, except with BC Rail. But BC is different.

BC Rail Profit up 16%

BC Rail Group made a profit of \$46.7 million last year, up 16 per cent.

Revenue of \$425.1 million was up 10 per cent over 1994, despite a sharp fourth-quarter drop in rail freight caused by declining pulp sales and severe winter weather.

BCR Group is the only provincial Crown corporation that operates without government subsidy in competition with private-sector companies. Apart from BC Rail, Canada's third-largest railway, it has interests in telecommunications, real estate, port operations and resource development.

Rail freight increased to 17.9 million tonnes, up 400,000 tonnes.

On the passenger side, BC Rail said its new Whistler-to-Kelly Lake service, known as the Whistler Explorer, attracted 9,000 travellers between May and October and the steam train Royal Hudson proved as popular as ever.

The North Vancouver-to-Prince George Cariboo Dayliner service had to be cut back to three times

weekly because of freight over-capacity on the line, but revenue for the year remained relatively unchanged. BC Rail has 8RDC's, which by now have high maintenance costs. North of Lillooet trains do not exceed 2 cars. Fares are higher than Greyhound, since BC Government dropped subsidy for passenger services. At Prince George connections now work with VIA with an overnight stop. In any case overnight at a hotel is cheaper than on VIA.

BC Rail is an election issue. The Liberals want to sell BC Rail to reduce the debt. Reform does not want to sell, but does want to move HQ to Prince George. The NDP were flirting with the idea of selling but have concluded to keep it. If the Liberals sell it will probably be sold to American interests. The rumour is that Dennis Washington who is buying up transportation infrastructure is interested. BC Rail has managed to operate quite well at arms length from the Government.

[Source: Vancouver Sun and Ken Moir]

Talgo for Washington State

In our last issue we gave the specifications of what Washington DOT wanted. Well the winner is Talgo who will supply three trains for permanent use on the Seattle - Portland route. The trains will be delivered in 1998. Meanwhile two leased Talgos are still in use.

US Senate Funds Amtrak from Gas Tax.

On May 23rd, 1996 the U.S. Senate voted 57-43 in approval of the Roth sense-of-the-Senate amendment allocating one the half-cent to Amtrak for capital funding. The vote was part of a larger debate on the budget resolution. This does not have the same effect as passage, but it a welcome boost nevertheless. 43 Democrats and 14 Republicans were in favour, 4 Democrats and 39 Republicans (including Dole) were against.

The amendment was opposed by APTA, the American Transit organisation. The concept that is crucial to there being inter-city passenger trains even a few years from now. Even though this concept does not harm transit programs, some Senators went out on a limb by opposing the organized transit community.

One half cent U.S. per U.S. gallon is equivalent to 2.6 cents Canadian per litre. How about that Mr. Martin?

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We would appreciate, if your membership has expired, renewal as soon as possible. We rely entirely on volunteers to produce this newsletter, so try and recruit more members.

The B.C. Election Results and What it means for Transportation.

On May 28th, 1996 BC went to the polls. The results matter since the main parties had very different views when it came to transportation.

The NDP won a majority government in BC in Tuesday's election, even though they trailed in the popular vote. The NDP took 39 (down from 50) of the 75 ridings while the Liberals won 33 (up from 15) seats, the Reform party two seats and the PDA one.

In B.C. the liberals are really a coalition of socreds, conservatives and some some liberals. The PDA under Wilson, who is the former liberal leader, is more of a middle of the road party, but got one seat.

Premier Glen Clark promised to listen to the concerns of all British Columbians, not just New Democrat supporters. That promise is encouraging to Transport 2000, when making proposals on transportation.

On Transportation there are now several outstanding proposals and projects. The reelection of the government should mean continuity. The NDP started and will continue the Shunshine Highway, the freeway on the Island north from Victoria.

On LRT, the NDP is on record of start-

ing the Broadway-Lougheed LRT line. However financing is not in place and detailed design has not been done. The NDP is prepared to go into debt for infrastructure improvements (no different than the mortgage on a house, except that in the case of a mortgage there is a repayment schedule). The liberals were very vague on LRT, intended to download all transportation onto the municipalities (but removing education costs from property owners). Anyway there is a greater commitment to transit than the liberals showed.

BC Rail will not be privatised now. There are rumours of American interests wanting to buy BC Rail and extend the Deas line to Alaska. It would make BC Rail in that case an interprovincial/international rail line and place it under federal jurisdiction. A separate company providing the linkage may be a better alternative.

Besides transit there is the Lions Gate Bridge in Vancouver. Decisions were supposed to have been made several years ago. An advisory group made a recommendation, but their report was not made public, although a leaked copy became public just

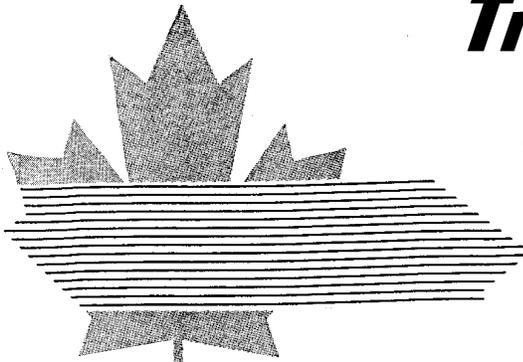
before the vote. The recommendation was to replace the Lions Gate Bridge with a new four lane bridge and to build a tunnel under Stanley Park. No designs have been made. The cost of a new bridge is estimated at \$ 135 million with a surface causeway through the park, it would be \$ 354 million with a 5 lane bridge (one lane for transit and vanpools) and a bored tunnel through the park. Another proposal is to build a parallel bridge (cost 285 million) with a widened right of way through the park and a cut-and-cover tunnel under lost lagoon. A tunnel proposal (6 lanes) would cost \$ 1.2 billion. It would create an artificial island off Brockton Point for expensive homes.

The problem with the existing bridge is that the towers and cables are structurally sound, but the roadway and sidewalks are rapidly deteriorating due to salt.

All proposal would involve a toll charge, probably of \$ 2.00 for 20 years or so.

The best solution would be a tunnel with 2 lanes reserved for transit with rail tracks installed.

There is lots of work to be done for Transport 2000 BC.



Published by:
TRANSPORT 2000 CANADA
 Alberta Branch,
 P.O. Box 583, Main Post Office,
 Edmonton AB T5J 2K8

Transport 2000

West Canada

Newsletter

96 - 3
 August
 1996

for
Manitoba
Saskatchewan
Alberta and
British Columbia

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Editorial

This issue appears early, for two reasons. There is more than enough material to fill an issue and secondly while everybody is enjoying a summer holiday and parliament is on recess, we are asked for submissions on Tourism and Transportation by August 31, 1996. (see page 7 for more details).

This spring the politicians got into a panic because gas prices went up by 4 cents a litre. In the USA the temporary fuel tax to reduce the deficit was suspended. Investigations into price fixing was the Canadian approach. The reality is that we are vulnerable to oil price changes from abroad and any alternative to gas guzzling transport modes are being scrapped.

We also had a terrorist attack in Saudi Arabia killing 19 Americans. Unrest against the west and its oil interests is being promoted from Iran. This is not going to be a stable area and future oil supplies (and prices) will be at risk.

In contrast there is no investment in passenger rail. We are tearing up our railway infrastructure. Provincial Governments are abandoning their commitment to public transport. On top of that the House of Commons Transport Committee is going to have hearings on the relationship between Tourism, Trade and Transportation with as its primary focus a **national highway plan**.

We will be dismissed as alarmists, special interest group or whatever. However to continue with a policy where only air and roads matter, is not in the interest of Canada. A more balanced approach is needed with some contingency planning please.

RegioSprinter in Calgary



The RegioSprinter shown in Calgary at the Anderson yards. The railway line to the left is the CP track on which the RegioSprinter operated. Note the poles for the LRT overhead wire system on the right. When the Anderson yards were under construction, the project engineer showed his mother what the site looked like. Her question was: "When are they going to put the roof on the columns?"



This is a German Railways Tilting Diesel Multiple Unit Train. Note that when coupled together it is not possible to go from one unit to another.

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The American Flyer High Speed Train

The 18 American Flyer trainsets, ordered from Bombardier by Amtrak, are not TGVs, but will instead use some key TGV technologies. Each trainset is made up of 6 cars, with a locomotive at each end (for a total of 8 vehicles). The traction equipment as well as the trucks are essentially of TGV design. Each vehicle has crash protection in the form of energy absorption zones at each end. The trainset is semi-permanently coupled in the 1+6+1 formation.

The American Flyer locomotives use the TGV traction chain and power trucks. The 3-phase AC asynchronous traction motors are body-mounted and drive the axles through universal-joint shafts. The

pantograph, capable of operation at up to 260 km/h (165 m.p.h.), can collect either 11kV 25Hz or 25kV 60Hz overhead power, as required on different sections of the North East Corridor (NEC). Each locomotive is rated at 4600 kW (6000 hp) of power. End couplers are hidden behind clamshell doors built into the fibreglass-reinforced plastic nose, similar to TGV practice.

The six stainless steel cars use Bombardier's LRC (Light, Rapid, Comfortable) tilt system. This computer controlled active-tilt system can tilt each car up to 8 degrees either side of vertical. Each car rides on trucks very similar to those used on TGV trailers; these have a long wheelbase (3

meters) for stability, and are equipped with high performance brakes. All windows can be opened from inside or outside in an emergency, and the train is fully accessible for the disabled. The doors are designed for both high and low platforms. The intercar passageways will be spacious and as warm and quiet as the passenger cabin.

First class cars seat 44 passengers in a 2-1 configuration, with audio and video entertainment. Airline type food service is provided through two food galleys. There is a phone booth accessible to the disabled, as well as enclosed and open type seat groups for business meetings. Other features include enclosed airline style luggage racks, a magazine display, two restrooms and a garment bag holder.

Coach cars seat 71 passengers in a 2-2 configuration, with audio entertainment only. Phone booth, enclosed and open seat groups, 2 restrooms, enclosed luggage racks, and a garment bag holder are provided as in first class.

The dining car has capacity for 34 passengers, and features a lounge area with high and low stool seating, a dining area for meals, a business center with fax, copier and printing facilities, two phone booths (one of which enclosed), video and audio entertainment, and galleys for coach passengers. This information was gleaned from TGV information on the internet.

Railway Magazine however shows pictures with coaches only (67 seats, ie. more leg room), no first class and a bistro car seating 10 people in addition to those standing along counters.

Penalties for Non-Performance

Bombardier will be subject to drastic financial penalties if its performance guarantees are not met. For example:

If the service does not meet the proper Boston to New York timing: \$10,000 fine for the first minute over and \$20,000 for each additional minute

If a train is delayed more than 15 minutes by mechanical problems, after the first nine late trains in any year: \$5000 fine
If a toilet fails en-route: \$1000 fine

The American Flyer trains will go into service in 1999, substantially cutting rail travel times on the Northeast Corridor. The Boston - New York run will be cut to three hours (from 4h30), while the New York to Washington run (currently the territory of Amtrak's 200 km/h (125 m.p.h.) Metroliners) will be cut to 2 hours 45 minutes from three hours. Amtrak expects this to attract many customers who currently use airline shuttles or drive.



The Thalys, the latest in the TGV family. This multiple voltage train now operates between Paris and Brussels or Amsterdam. Note that the cars are articulated (shared truck between 2 cars). The American Flyer has a truck at each end of a car.

IC-3 now in the United States

The two AdTranz (was ABB) designed diesel multiple-unit are now operating in the United States. The two trains were leased for two-and-a-half years from the Israel Railways by Amtrak. The air-conditioned three car sets (articulated) were modified in Israel to meet AAR standards. As well one car in each set has been fitted with luxury first class seating.

Upon arrival in the USA the trains have

been shown at various locations, such as Denver, Las Vegas and Southern California. From July 21 to August 1 it operated San Diegan services 570, 577, 578 and 585. After August 1 it will tour other parts of California.

Apparently VIA is also interested in testing these two units. They would be ideal for the corridor, particularly if a tilted version was used. [Railway Gazette, NARP]

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TRANSPORT 2000 CANADA is a national federation of consumers devoted to advancing the public interest in transportation of all modes. A registered charity, it is involved with research, public education and advocacy of public transport issues. It publishes a newsletter "Transport Action".

TRANSPORT 2000 CANADA [Alberta Branch], Transport 2000 BC, Transport 2000 Saskatchewan and Transport 2000 Manitoba are separate organizations in the western provinces. Half the membership fee goes to the Federal Organization.

This newsletter was edited by John Bakker

CN Network Elimination

Subdivision	To Miles	From Miles	Total Miles	Class
CN East Region, Ontario				
CASO (*A)	169.90	19.50	150.40	Disc.
MEAFORD	30.42	0.00	30.42	Disc.
NEWMARKET	63.00	2.50	<u>60.50</u>	Disc.
Sub-Total Ontario			241.32	
CN East Region Quebec				
CASCAPIEDIA	98.00	0.00	98.00	Tr.
CHANDLER	48.10	0.00	48.10	Tr.
CHANDLER	104.20	48.10	56.10	Disc.
SHERBROOKE	110.20	15.80	94.40	Tr.
SOREL	48.20	45.50	2.70	Disc.
ST RAYMOND	16.50	1.64	14.86	Disc.
TASCHEREAU	181.40	99.00	82.40	Disc.
Sub-Total Quebec			396.56	
CN West Region, Alberta				
LAC LA BICHE	113.10	74.10	39.00	Disc.
MANNING	183.00	0.00	183.00	Tr.
MEANDER Rvr	375.80	183.00	192.80	Tr.
SMOKY	306.20	280.70	25.50	Disc.
WATERWAYS	276.00	113.10	162.90	Disc.
Sub-Total Alberta			603.20	
CN West Region, Manitoba				
COWAN	83.51	0.00	83.51	Disc.
ERWOOD	24.00	0.00	24.00	Disc.
HARTNEY	42.40	0.00	42.40	Tr.
MIAMI	102.20	0.00	102.20	Tr.
OAK POINT	131.00	7.80	123.20	Disc.
SHERRIDON	184.80	0.00	184.80	Disc.
STEP ROCK	12.10	0.00	12.10	Disc.
WINNIPEGOSIS	10.90	0.00	10.90	Disc.
Sub-Total Manitoba			563.11	
CN West Region, Saskatchewan				
ARBORFIELD	19.40	0.00	19.40	Disc.
AVONLEA	88.29	51.72	36.57	Tr.
BIG RIVER	56.50	51.32	5.18	Disc.
CHELAN	60.10	12.50	47.60	Disc.
CUDWORTH	85.00	38.40	46.60	Disc.
IMPERIAL	50.60	9.00	41.60	Disc.
LAMPMAN	93.40	88.90	4.50	Disc.
MANTARIO	43.40	0.00	43.40	Disc.
TISDALE	161.20	136.20	25.00	Disc.
WHITE BEAR	24.50	0.00	24.50	Disc.
Sub-Total Saskatchewan			283.85	
Total Canada			2,088.04	

Tr. = Transfer = transaction by which the company transfers its proprietary or operating interest in a railway line to a short line railway operator, whose intention is to pursue its operation. This option applies to lines that have the potential to be profitable if operated at lower cost as short lines.

Disc. = Discontinue (= discontinuance of operation) Total interruption of railway activity on a given line. This option applies to lines whose potential for profitability is very weak. The law obliges us, however, to offer this line to private interests for a period of two months. If no interest is shown, or no agreement is concluded within the prescribed time limits, or if the transfer is not completed, the Company must offer the governments or municipal administrations proprietary or operating interest in the line in question at its net recovery value. [Source: CN]

The new Transportation act has replaced a process of public hearings and a one year waiting period with an advertisement, a two month decision period for transfer or discontinuance and

Who runs Transit and for Whom by J. J. Bakker.

In this issue we have a report on Edmonton Transit and on the Vancouver Trolley Buses. Are we addressing the real issues here. Let us first consider trolley buses.

Trolley buses were originally introduced as a substitute for streetcars. They work best in stop-and-go conditions, including hills (for example Edmonton river valley, San Francisco). It also retained a market for the electric utility. In Edmonton power is a municipal utility. In Vancouver transit was part of B.C. Hydro. These links are no longer there. In Edmonton, Edmonton Power Distribution still does the maintenance of the overhead wire system. Both construction and maintenance could be contracted out to private enterprise.

Outside the transit industry, in other words the users and non-users of transit, favour trolley buses. They are quiet, non-polluting at the point of operation, and energy efficient. As well once the infrastructure is in place (just like roads) the operating costs are less, because the power costs less and the maintenance of electric motors is far less than a diesel motor.

Inside the transit industry the situation is different. Drivers do not like trolley buses. Sometimes the poles come off the wires and drivers have to get out of their seat, walk to the back of the bus and reset the poles. Drivers, but not all, will find excuses for trying to get a bus exchange. In Edmonton farebox complaints were much higher then for diesel buses, yet they were the same fareboxes and mechanics could not find anything wrong.

Supervisors do not like them, because when there is a disruption (fire, road closure), the entire trolley bus operation can be disrupted, unless trolley buses have some kind of emergency power. This can be a battery power pack or a small gas generator, allowing trolley buses to get around a power outage. Edmonton keeps a full diesel fleet of old buses in reserve and then finds many excuses for using them.

If management is weak, then the drivers will make sure that the use of trolleys declines. This was the case in Toronto, and that is the case in Edmonton and now Vancouver. In Dayton, Ohio management was changed and made clear that trolley buses were to be used. In a very short time the philosophy, official and unofficial was turned around by a strong new manager.

then closure. The new act was for the railways, by the railways for no railways. Parliament failed to protect the future interests of the country by not separating infrastructure from railway operations.

JJB

When Edmonton ordered 100 trolley buses in 1986, it tried to get around the diesel mentality of staff. Edmonton just loved GM diesels and would not consider anything else. So management took the bodyshell of GM with the power train (BBC, later ABB) of a trolley bus. The order was also based on trolley wire extensions, that were removed from the capital plan by new management.

Since there are as yet no low floor trolley buses, some schedule planners are now using that excuse to phase out trolley buses. Dayton found it too expensive to retrofit trolleys with a lift. One solution may well be to use the powertrain of existing trolleys in a new low floor body.

In the age of privatization, trolleybus operation could be made into a separate division. The operation of it could then be contracted out, with the union being allowed to bid of course. At least trolleybus operation would then be for the general public and not just for the convenience of the drivers.

Real transit management has returned to Toronto, but it was too late to preserve and restore the trolleybus system. All bus maintenance was bad in Toronto and the backlog just is enormous. In addition the emphasis in Toronto has been heavy rail, which is too expensive for the suburbs.

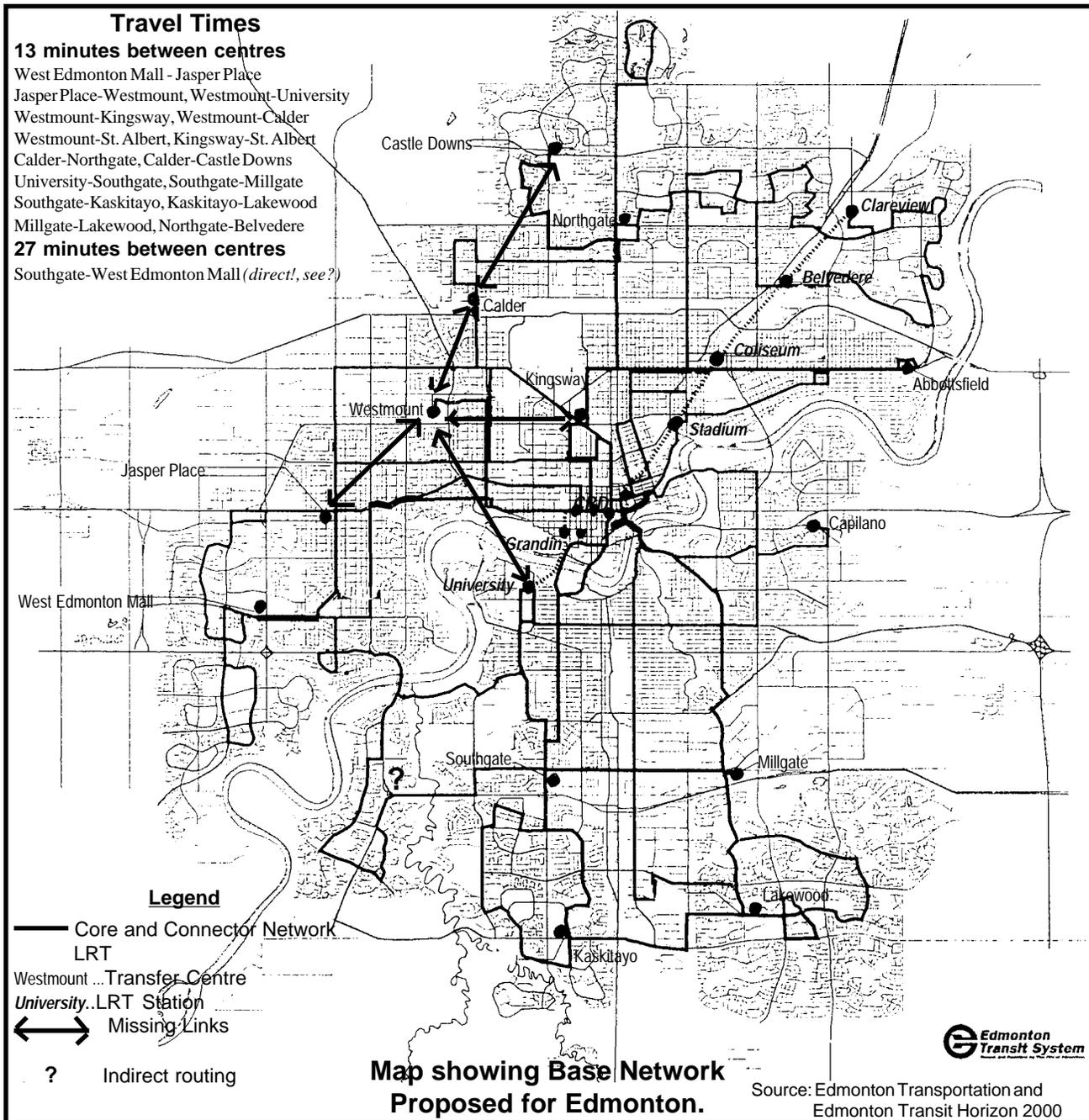
In Edmonton bus maintenance has been good, including that of trolleybuses. It should be realised that inspectors, dispatchers and schedulers either come from the driver's union or are still part of it. Traditions do not die easily. In 1993 City Council directed transit: "to make maximum use of the trolleybus and trolley wire system in place. Well in 1993 trolleybus.km went up slightly, but has been in decline ever since. So much for policy decisions!

Galloping Goose Trail for LRT?

An LRT study for Victoria recommends the Galloping Goose corridor. It serves the CanWest shopping centre in Langford and the Town and Country Mall in Victoria. At present the former rail right-of-way route is a recreational trail used by cyclists and pedestrians. It is feared that parks groups will oppose an LRT on the old rail alignment. The width varies from 18 to 27 m (60 to 90 feet). BC Transit says both LRT and recreational uses can be accommodated.

The Colonist (July 13, 1996) suggest that they should have completed the LRT before the Island Highway upgrade.

Is Horizon 2000 a Sunset for Edmonton Transit?



For a successful transit system, transit requires a supportive constituency (public and council), a capable and enthusiastic management, and adequate funding to fulfil its task. Edmonton Transit no longer has its constituency, has problems in its planning and operations (but not equipment maintenance) and has inadequate funding.

Edmonton Transit was a leader in the seventies as far as transit systems were concerned. It had set up a Timed Transfer System providing connections in all directions on a pulse schedule basis at many

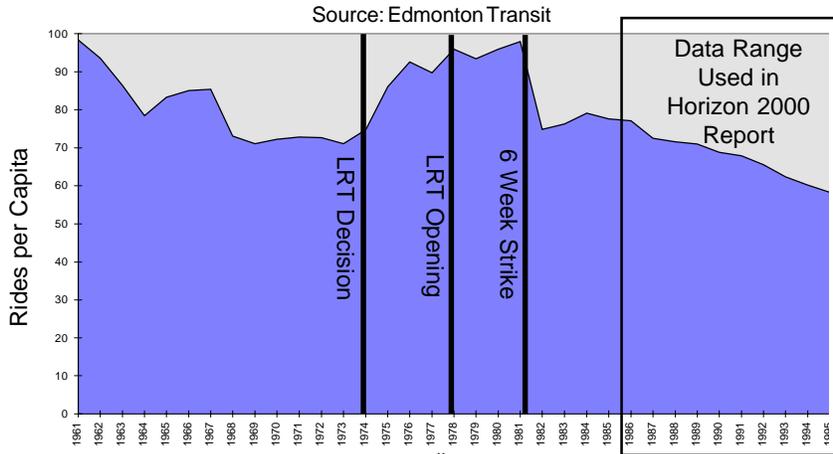
timed transfer centres. Ridership increased with population from 1967 to 1973 and then the rate of riding went up to almost 100 rides per capita in 1981. In the Northeast it instituted a Light Rail Transit System, the first postwar system in North America, which became an example for Calgary, San Diego, Sacramento, Denver, St. Louis and others.

Early in 1982 Edmonton Transit had a 6 week strike during a cold winter. The issue was part time workers, since the service

Year	Passengers
1961	27.2
1966	32.4
1971	31.8
1976	42.7
1981	51.0
1986	44.1
1991	41.7
1995	37.1

increase was primarily in the peak hours. The local union was ordered by the international union to strike and not to give in on this issue. City management made a terribly poor job of explaining the issues to both citizens and employees. By the time the strike finished, many former passengers had found an alternate way of travelling. To really make matters worse, the city raised fares immediately after the strike and in 1983 kept the bus

The Rise and Fall of Edmonton Transit 1961 to 1995



In 1982 a six week strike, the start of a depression and the opening of West Edmonton Mall; all had an impact on Transit use.

Edmonton Transit (continued)

hours to 1982 level (a 12% reduction). Edmonton Transit never recovered the lost passengers.

Since about 1985, the planning and operating staff did not really believe or understand the importance of the timed transfer system. When drivers wanted more time on a route, they got it, which meant missed connections at the next transit centre. Westmount was an excellent example of connecting buses leaving before arrival of crosstown buses. Staff just refused to deal with the problem. Survey after survey showed that transfer connections were a major concern. Horizon 2000 confirms it in its report, *but does it correct the problem?*

Horizon 2000 Report

Horizon 2000 recommends a Base network of Core Network routes (mostly radial to CBD or the University) and a Connector Network routes. The map shows what is recommended and also the missing links in this network. Again Westmount is left out.

Clock headways are proposed with a 30 minute service. The report also recommends to make schedules less tight and more generous, claiming that then sufficient time would be available for connections. Actually as an old science fiction TV used to say: "That does not compute".

The system in Edmonton was set up for a running time of about 13 minutes between transit centres. With 2 minutes recovery time that gives 15 minutes. Going to and fro between 2 centres gives 30 minutes. The result is that with timings at the same minutes past the hour, a 30 minute headway would give connections. Making timings more generous to say 17 minutes, would mean a return trip of 34 minutes, when buses on a 30 minute schedule would have left 4 minutes earlier.

Transportation Department?

Edmonton has a transportation department with transportation planning, traffic and transit reporting to one manager. The fiction of this organisation is better coordination. If timings between points have become a problem due to traffic congestion, then traffic engineering measures are required. But that only happens if there is real coordination and a sense of direction. Transit has to be a priority in an organisation, and that is no longer the case in Edmonton. The approach now is one of play safe, be cautious and do not take risks.

The Group "Citizens for Quality Communities presented a 7,000 name petition against the changes. Council on July 23, 1996 ignored the group and approved the

Community Network

The Horizon 2000 report recommends "community networks" which would have a local, neighbourhood focus. Standards used are:

- 30 boardings/hr (weekday peak & midday)
- 15 boardings/hr (nights, weekends)
- 50 boardings/hr for express routes
- 60 boardings/hr for schools or specials.

In comparison the Base Network requires:

- 50 boardings/hr in the peak
- 30 boardings/hr off-peak.

Car Levy Needed

In a Guest Column in the Edmonton Journal Dr. J. M. Kirman says the plan would mean long waits and long walks. In his own family with 4 adults and one car, it will mean purchasing 2 more cars.

He points out that the City subsidy for transit is \$53 million. For the 368,879 cars registered in Edmonton it is \$ 1,855 per car for a total of \$ 717.6 million. He recommends that each car owner should contribute the equivalent of 2 monthly bus passes per car per year (or \$92). This would add up to \$ 35.6 million or 4.9% of the car subsidy.

He points several advantages:

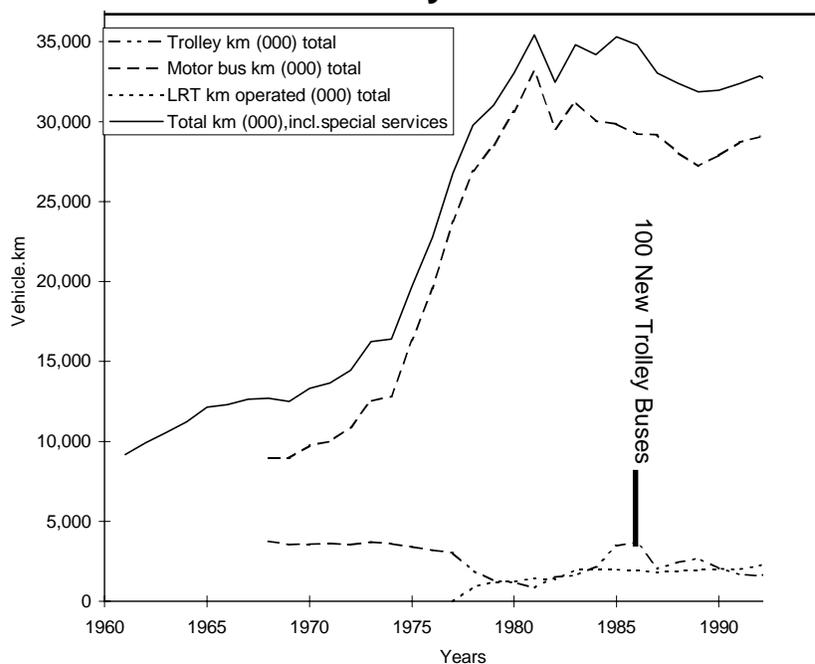
1. It would make transit more competitive.
2. It would attract more transit riders and increase fare revenue so as to continue improvements, and
3. It would make Edmonton have a world class transit system again.

Horizon 2000 Proposals.

Council also approved to expand truck routes in various parts of the city.

The group now plans to start a drive for a referendum on the subject. It would require 62,000 signatures to force a referendum.

Service Provided by Edmonton Transit



Vancouver Trolley Buses, the Number One Clean - Air Bus Alternative.

by Ian Fisher

Introduction

Transport 2000 BC is concerned that BC Transit's decision not to make major investments in the Vancouver trolleybus system until early in the next century, indicates a lack of commitment to this quiet, environmentally friendly transit mode. If the downward trend already evident continues, the system might not last much beyond its 50th birthday in 1998.

While in the past BC Transit has been very positive about the role trolleybuses play in Vancouver's transportation network, this enthusiasm appears to have waned in recent years. The route expansions, articulated trolleybuses and other improvements spoken of in the late 1980's and early 1990's have been abandoned. The provincial government's "clean air" propaganda has also completely ignored the role played by the existing trolleybus system in favour of devoting a great deal of publicity to the unproved Ballard fuel cell bus.

System status

Infrastructure

The trolley system has operated largely unchanged since 1988 when it was expanded to include the University of British Columbia. Major improvements in infrastructure have been made but these are largely forgotten by transit management in their public statements. The largest improvement has been the \$12 million replacement of mercury arc rectifiers with solid state, silicon diode models. This was completed in 1994 and has brought a 9% reduction in electrical consumption.

Other infrastructure improvements include the replacement of wood traction poles with steel and the incremental upgrading of critical overhead sections to allow higher speeds and a reduced risk of dewirements.

Vehicles

The rolling stock does, however, show major signs of neglect. The 244 E901A and E902 trolleys received from Flyer in 1982/83 remain trouble prone although a number of upgrades by BC Transit have substantially boosted their reliability.

From a passenger's viewpoint the fleet is not in good shape. A fair number of buses retain their original paint and look quite shabby while newer diesel buses are being repainted. Early repaints are now looking rather aged. BC Transit's trolley washing practices are inadequate leading to many dirty buses on the road. The original Lexan (plastic) rear windows have become heavily fogged, to the point that they cannot be seen through, and have only been replaced on a small portion of the fleet.

The interiors of the vehicles also show signs of neglect with many rattles, loose interior trim on some buses and poorly maintained dome lights. Some vehicles also suffer water leaks through the roof. Excessive noise and vibration is a major problem on much of the fleet, suggesting that the powertrain has not been kept in proper repair.

Service changes

BC Transit is expecting to bring in a number of service changes as part of their 1996/97 Annual Service Plan which will reduce the use of trolleybuses.

September 1996 is to see the start of RapidBus service along the Broadway—Lougheed corridor. This will involve diesel buses making limited stops with fairly frequent service (10 minutes or better). BC Transit hopes to reduce the #9 Broadway trolleybus service by an unstated amount as the RapidBus service begins. The #9 is the busiest bus route in the system (47,000 riders a day) and carries a large number of short-haul passengers. Whether a service reduction on the local route will be accepted when so many trips are short-distance is a question that remains to be answered.

Two more changes will take place in December 1996. The most major will see the end of Route #10 express trolleybus service on East Hastings St. as the route is replaced with a diesel route extended to Simon Fraser University, once considered a potential trolleybus extension. This will remove regular trolley express service (permitted with four sets of overhead wire) in Vancouver, leaving Philadelphia as the only North American system with express trolley service (on Route #66). It may also add a substantial volume of diesel buses to the Granville St. Mall in downtown Vancouver. This change will free five trolleybuses in the peak period while requiring 10 additional diesel buses.

The second change scheduled for December is the start of a Granville express bus service between Marpole and downtown Vancouver. This will be achieved by altering the stopping procedures of suburban buses. This will introduce limited stop diesel service in competition with the local trolleybus service on Granville Street in Vancouver. Earlier BC Transit plans suggested a number of trolley runs would be cut but this is not mentioned in the latest version of the service plan.

Threats

BC Transit has stated that any replacement for the trolleybus must be quiet and produce no emissions from the vehicle. Based on these assumptions the Ballard fuel cell bus appears to be the most likely alternative, although a lowering of the goalposts could let CNG buses sneak in.

Ballard fuel cell bus

Our major concerns about the Ballard bus centre around the following points:

- 1. Energy efficiency:** The fuel cell, including hydrogen production, is no more efficient than a diesel engine and is almost certainly less efficient than an electric trolleybus. Compressing the hydrogen for use on the bus is another energy-intensive process that deserves investigation.
- 2. Emissions:** Fuel cell CO₂ emissions (including hydrogen production) are 75% of those for diesel engines. Ballard has not provided data comparing CO₂ emissions for fuel cell and CNG powered buses.
- 3. Cost:** Ballard has claimed their buses will cost less than trolleybuses but the fuel cell bus has

everything a trolley has, except poles. Fuel cell buses also require fuel cells and hydrogen storage tanks, neither of which are cheap. Hydrogen is also a relatively expensive fuel at the moment. Ballard's expectations of a drop in the price must be scrutinised for their realism. If fuel cell bus costs are high, BC Transit's ability to deliver adequate service within a fixed budget will be compromised and give an even greater competitive advantage to the automobile.

4. Priorities: BC Transit is holding off on making a decision about the future of the trolleybus system until the Ballard bus has been fully tested. This has compromised service since the existing trolley fleet is inadequate to meet demand. Also, if replacement trolleys are ordered, it is likely that they will have to be purchased in one large batch to replace the present fleet which will be more or less life-expired in ten years. By forcing themselves into this situation, they may end up getting stuck with another unproved and troublesome model of bus, as happened with the purchase of the present trolley fleet in 1982/83. *Why is more interest being placed on replacing quiet, zero-emission trolleys with quiet, zero-emission fuel cell buses than on replacing noisy, fume producing diesel buses with quiet, zero-emission fuel cell buses?*

5. Emotion: Decisions about fuel cells may be based not on technical merit but on the fact that much of the technology has been developed in the province and has been funded by the provincial government. Fuel cells may be chosen over other technologies by BC Transit's political masters for political gain, not good transit sense. The province is also in a potential conflict-of-interest, having received share options in Ballard as part of its recent purchase of three (3) Ballard buses for \$8.4 million. *(Editor's Comment: This is the same problem that existed in Ontario with the UTDC and the SkyTrain for Expo 1986 in B.C. Edmonton also had political interference but with technical arguments, a tight deadline and defining responsibility was able to avoid being straddled with unproven equipment)*

Compressed Natural Gas (CNG)

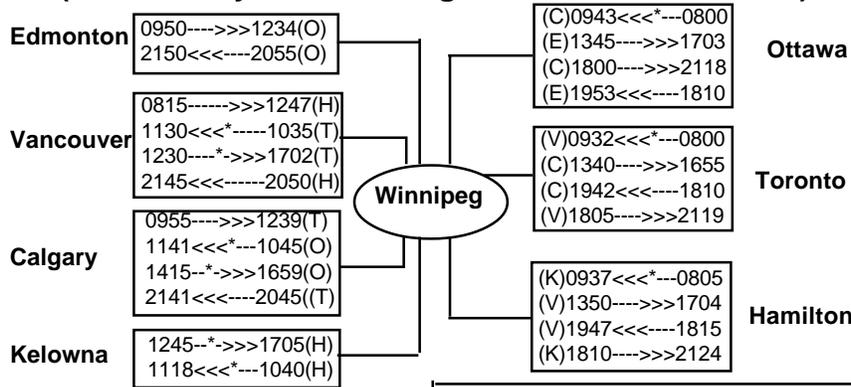
CNG buses, while not technically qualifying as trolley replacements, could be considered if standards were lowered. The CNG lobby has already tried to go after the trolley system by claiming that it is a marginal consumer of electricity and so should be allocated marginal, thermally-generated electricity. This is in a province where 92.5% of all electricity is generated by hydro-electric means and where the only thermal generating station (ironically fired by natural gas) opened long after the trolley system started operation.

BC Transit's complicity to the claims of natural gas proponents is indicated by the large "Clean Air Bus" letters applied to the current CNG fleet. Cleaner perhaps but certainly not clean.

BC Transit Ridership Up

Compared to last year, ridership was up overall by 6.7%; SkyTrain was 10.2%; Seabus was 9.1%, Buses 5.9%
In addition there were 2,600 riders in each direction on the West Coast Express

Greyhound Air Schedule (Provided by Kelowna Flightcraft Air Charter Ltd.)



* On Saturday and Sunday one hour later.
Letters in brackets indicate plane goes to or comes from:
E = Edmonton
O = Ottawa
T = Toronto
H = Hamilton
C = Calgary
K = Kelowna
V = Vancouver

Greyhound Approved

The Federal cabinet overruled the NTA and allowed Greyhound to start flying in coordination with its bus services.

The Canadian Transportation Agency (was NTA and before that C.T.C.) would not allow the name Greyhound on the planes. How childish.

Airline Connections

The airline connections are at Winnipeg giving multiple connections. Each plane makes one round trip between east and west for a total of 6 planes.

Air to/from Bus Connections

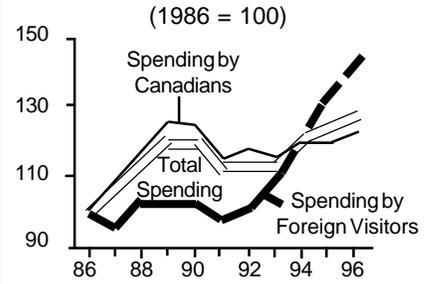
Greyhound in its advertising says that it is now possible to reach all its destinations of the bus system from the airports served. If you try it, you will experience long waits.

Let us use for example Kelowna. The plane arrives at 1118 and leaves at 1245. To provide bus connections to and from the plane would mean a bus arrival of 1145 and a departure of 1215. From Kelowna there are buses going north to Vernon, then to Salmon Arm leaving 1345. The bus from Salmon Arm arrives at 1105 (all times are Kelowna Bus Station). Going south to Penticton bus leaves at 1230 and arrives 1115. From Merritt the bus arrives at 1320 (ie no connection), leaves 1400. To Rock Creek bus leaves 1415 and arrives at 1100.

The Greyhound schedule shows Kelowna Airport as a stop but started its service with a shuttle bus from the Kelowna Bus Station. For passengers with other airlines there are no stops or connections.

Have you recruited a new member lately. Transport 2000 Canada and its regional affiliates relies for its work on membership fees (see page 10)

Tourism Spending



Note that the 1986 reinstatements of Transcontinental rail showed in 1988, and the Muroney cuts showed in 1991. Increase since then has been due to the low value of the Canadian dollar.
Source of data : Statistics Canada 13-220-XPB.

Transportation, Trade and Tourism Hearings

The Standing Committee on Transport of the House of Commons will hold hearings on the economic relationship, efficiencies and linkages among transportation, trade and tourism this fall, as announced on June 21, 1996. The subjects are:
Financing transportation infrastructure - public, public-private or private.

Intermodalism - use of more than one mode to enhance the efficient and 'seamless' transport of goods and people.

Commercialization - delivery of government services in a more cost effective and efficient manner.

Technological Developments - the role of technology and computerization in the evolution of modern and efficient national transportation system.

Transportation Policy and the Role of Government - Federal-Provincial cooperation in transportation.

International Competition and Foreign Ownership - the impact of the North American Free Trade Agreement and the globalization of world markets, and

Safety

The objective of this study is to identify how our national transportation system can better serve, support and promote domestic and international trade and tourism. *The initial focus will be a review of the renewal of our national highway system and its relationship to trade and tourism.* (Emphasis by the editor). In conjunction with this the Committee will examine alternative methods and options for financing public infrastructure. Interim report is due 29 November 1996. **Submissions (25 copies) are due by August 31, 1996. To The Clerk, House of Commons Standing Committee on Transport, 180 Wellington Street, 6th Flr, Ottawa ON K1A 0A6**

At first glance the news of hearings relating transportation and tourism is good news. However the topics listed and the *initial focus* appear to show a preconceived agenda. Experience with hearings is that

only what fits the agenda is heard. The input to the Royal Commission on Passenger Transport was pro-rail, the report was not. The Naught Task Force on Privatization of CN just endorsed CN Privatization.

There appears to be no place for rail passengers or rail tourists on the agenda. Yet as the next pages show the west was shafted by Ottawa in 1990. We were told "Use it or loose it" so we "used it and lost it". Do not view this as BC Separatism. Just because there are Canadians in the west in "have-provinces", does not give Ottawa the right to be inept.

When it comes to the unity issue, the west does remember that it was Mr. Pepin, a Quebec MP then minister of transport, who cut the Super-Continental in 1982 and it was Benoit Bouchard in 1989/1990 who cut The Canadian through Thunder Bay and Calgary on the CP line. And it is now Mr. Chretien and Mr. Martin, both from Quebec, who will not correct these actions.

We need transcontinental passenger rail services on the southern and northern lines, 3X per week in the winter and daily in the summer, with new bi-level equipment. Equipment that could be made in Quebec.

In Financing two aspects are required. **One** provinces should not tax infrastructure of railways, and

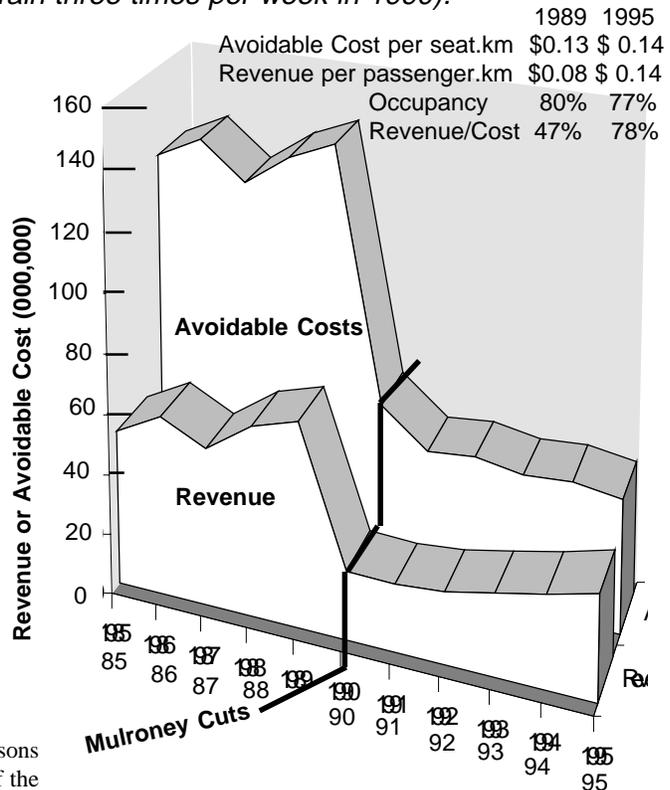
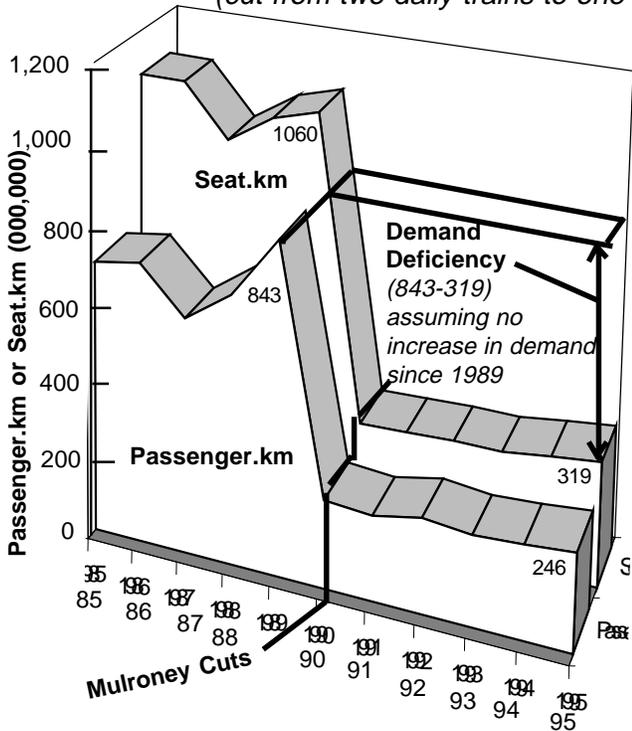
Two federal fuel taxes should be allocated to transportation, including impacts such as environment, health costs (safety and accidents), policing and correcting imbalances (such as Passenger Rail having to pay fuel taxes and access charges to use track). Correcting imbalances would benefit VIA and Rocky Mountaineer.

Allocated taxes will mean that if there is a massive infrastructure program for a national highway system (the hidden agenda?) then **extra** fuel taxes should be paid by those using that infrastructure.

The Transport Committee could make a real difference, however excuse us for being cynical and not expecting too much.

The West (1985 to 1995) = The Canadian + Super Continental

(cut from two daily trains to one train three times per week in 1990).



All the graphs on pages 8 and 9 use the same scale, so comparisons can be made. In 1986 the Mulroneys Government restored some of the cuts the Liberals had made under Trudeau and Pepin. It shows clearly that use and revenue were going up in 1989, when Mulroneys and Benoit Bouchard announced the cuts (50% nationally worked out to 75% for the west). In the West the demand before the cuts was far greater than the supply after the cuts. That is not the case in the Corridor.

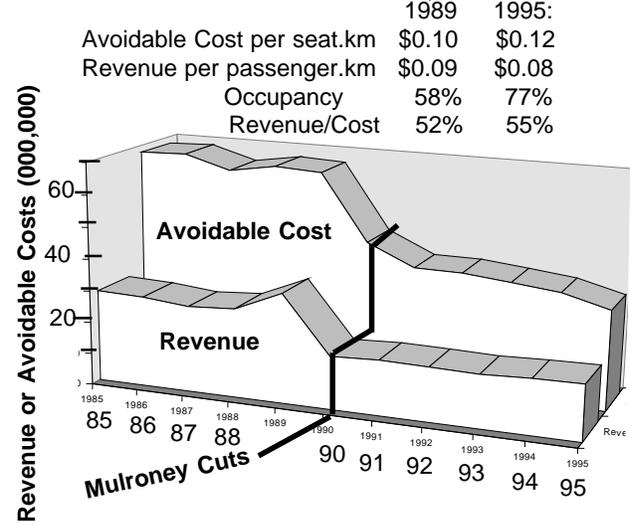
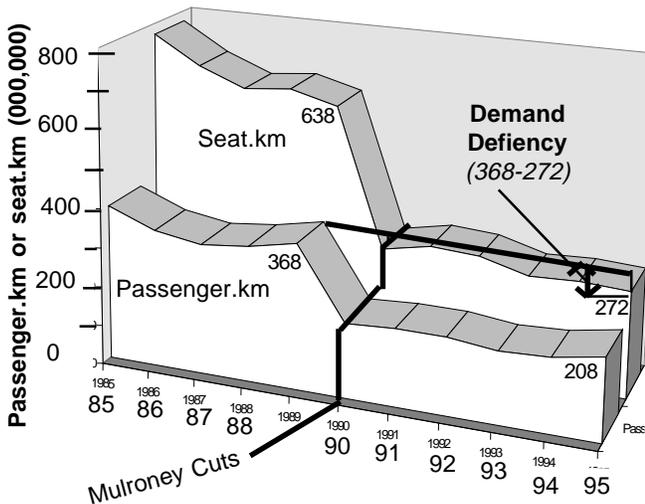
The occupancy of the trains in the west was and is greater than in the corridor. The costs are greater because of the need for sleeping cars. Another reason for high costs is old out-of-date equipment. Nicely

refurbished but still old. However, fares are high (too high for many Canadians).

And Ottawa still does not understand that it is possible that anyone in the west resents the Federal decision makers. Mr. Chretien has **not** undone some of the cuts, and Mr. Martin makes sure there will be **no** money for better trans-continental train services. Tourism and other economic, energy or safety impacts are of course ignored in the debate.

The East (1985-1995) = The Ocean, The Atlantic, The Chaleur and Feeders

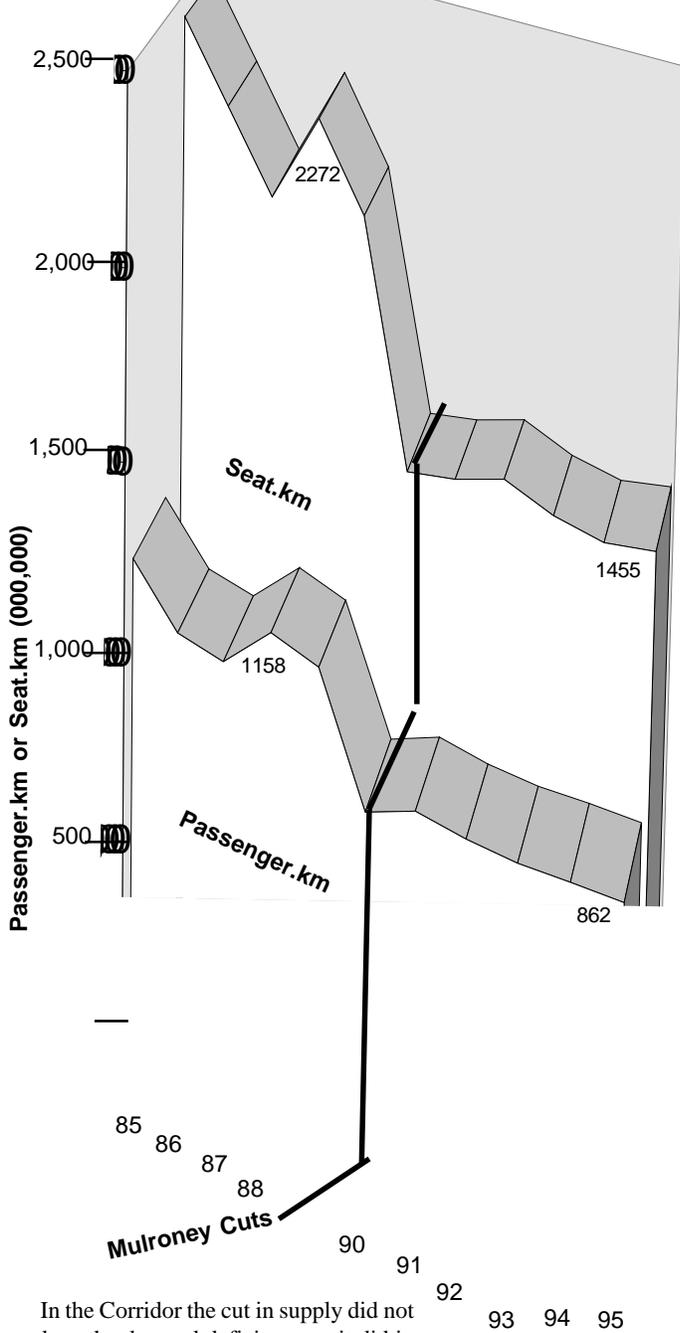
(cut in 1990 from 2 daily trains with feeders to 2 trains three times per week without feeders, in 1995 to 1 train Ocean/Chaleur 6 times a week without feeders)



In the Atlantic region the use of trains is still high. VIA matches capacity whenever possible, and occupancy is 77%, as it is in the west. For a year round figure that means passengers are being turned away. The fare increases in the East have not been as severe as in the west.

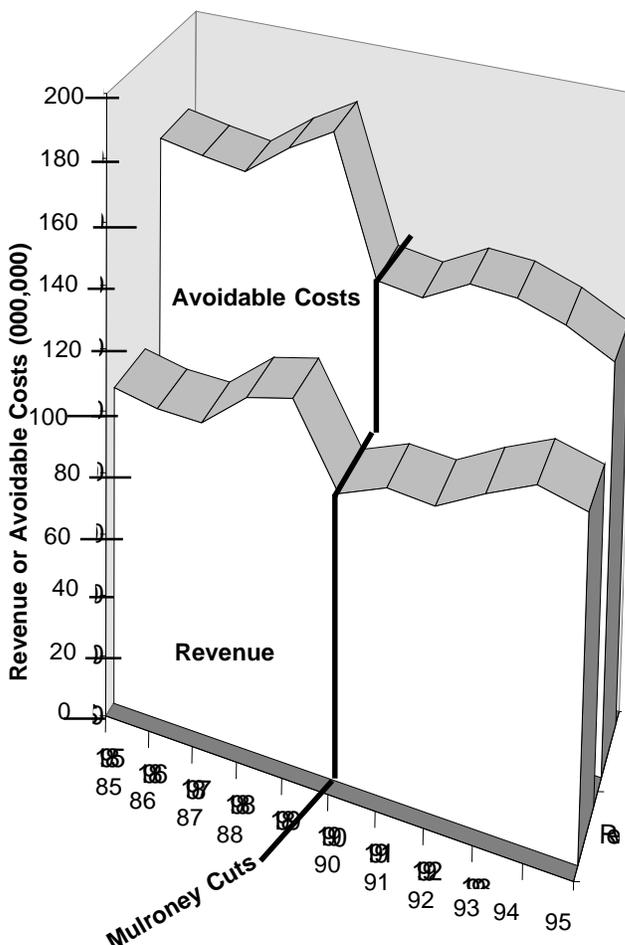
Fares reflect what the market can bear. The total distance is shorter and with 6 trains per week, it is possible to schedule staff more economically. Hence the cost per seat.km is 2 cents less than in the west. Like in the west new equipment is needed.

**The Corridor = Quebec- Montreal + Montreal - Toronto + Montreal - Ottawa +
Ottawa - Toronto + Kingston - Toronto + Toronto - Niagara Falls +
Toronto - London + Toronto - Windsor + Toronto - Sarnia**



In 1989:
 Avoidable Cost per seat.km = \$ 0.09
 Revenue per Passenger.km = \$ 0.10
 Occupancy 55%
 Revenue / Cost 64%

In 1995:
 Avoidable Cost per seat.km = \$ 0.09
 Revenue per Passenger.km = \$ 0.12
 Occupancy 59%
 Revenue / Cost 81%



In the Corridor the cut in supply did not produce the demand deficiency as it did in West and East Canada. Nevertheless there is a need for improved frequencies. The Ottawa - Toronto service now has a recovery ratio of over 100%. Yet trains are locomotive hauled with 3 or 4 cars. Multiple Unit trains would be far more efficient.

In the Corridor VIA operates its trains through. A Montreal - Ottawa train later becomes an Ottawa - Toronto train which then goes on to Sarnia, Niagara Falls or Windsor. In that way shunting and switch-

ing is avoided. Multiple Unit trains would give far greater flexibility in service and would allow consists to be matched more specifically. Productivity is also hampered with locomotive hauled trains.

The Corridor does not see investment either and also has the threats of track abandonments, which have become easy with the new transportation act (see p.3).

Talk about High Speed Trains is just that. There is no money for a megaproject.

Besides, the West would really object to such a scheme. Quebec staying in or out of Canada is not going to be dependent on High Speed Trains. Canada will stay together if politicians think Canada rather than one province.

New transcontinental rail equipment would have the beauty of jobs in Quebec and a benefit visible in all Canada. Just something for Ottawa to think about.

Membership Renewals

The membership administration for the western provinces is handled by the Ottawa office. When sending out the newsletter the editor gives a reminder to "expired memberships", based on the latest update received from the Ottawa office.

Unfortunately there is a time factor involved. Renewal to Ottawa, recording and notification to the regions all takes time, particularly when working with volunteers. With some changes in the Ottawa office, your editor did not get any notification of membership changes after January 1996.

The result was that quite a few members received reminders long after they had renewed. On top of that the National Office sends out reminders as well with Transport Action. Hence more duplication.

The national office cuts off members after 3 reminders. The regional newsletter cuts off after 12 months. We could of course also be very strict, but knowing how a volunteer organisation really works, I prefer to keep reminding. Renewals will of course be dated from the expiry date.

I am sure all this is as clear as mud, in that aspect we only reflect passenger transportation policy in Canada. If you have already paid, our apologies. We do our best.

If you have friends who like to become members, please encourage them. JJB.

For just \$20 a year you can become a **TRANSPORT 2000** supporter

Membership Rates: \$ 20 Regular \$ 15 Senior or Student
 \$ 30 Family \$ 60 Non-Profit Affiliate \$120 Business \$ _____

As a member you will receive:

- six issues of our national newsletter **TRANSPORT ACTION**
- four issues of this regional newsletter
- details of local, regional and national meetings
- discounts on Transport 2000 publications and reports.

Other regional newsletters can be obtained at \$10 per region (\$15 for Ontario) ..

2000 Ontario - editor David Lebold \$ _____
 2000 Quebec - editor Nolan Paisien \$ _____
 2000 Atlantic - editor Jim Pace \$ _____

Sub-Total \$ _____

In addition to membership, if you donate to Transport 2000 Canada write in the amount of your donation. (Charitable registration number 0528349-59-10)

Donation \$ _____

Mail to:

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111 Sparks St., Suite 405
P.O. Box 858, Station B
OTTAWA, Ontario K1P 5P9

Total \$ _____

Name: _____

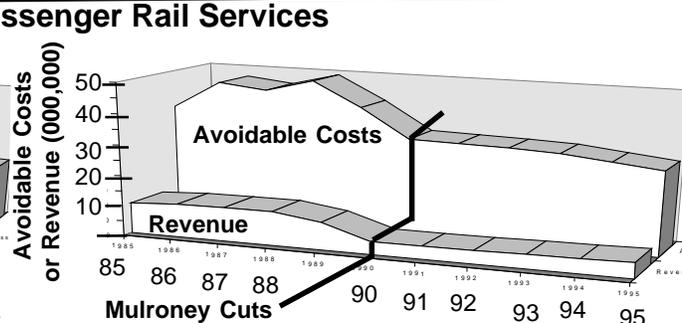
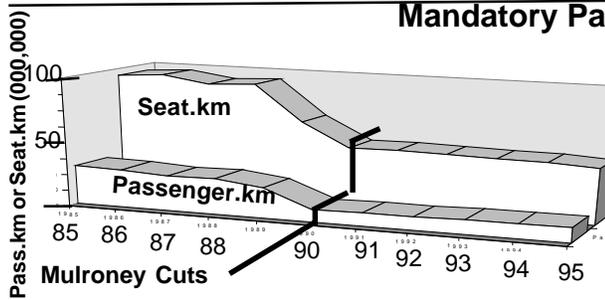
Address: _____

Postal Code: _____

Telephone: () - _____

West Canada Members note: If you find your address label here, please note that your membership has expired. We would appreciate if you could renew as soon as possible. If you have already done so then of course ignore the above. We rely of course entirely on volunteers to produce this newsletter.

Mandatory Passenger Rail Services



The average occupancy per train and avoidable cost per train.km best explains the problems of mandatory services.

Train	Equipment	Pass.km/ Train.km	Avoidable Cost/Train.km
Montreal-Jonquiere	Loc+coach	34	\$ 17.36
Montreal-Cochrane	Loc+c+slpr*	26	\$ 17.38
Winnipeg-Churchill	Loc+c+slpr	34	\$ 22.70
The Pas-Lynn Lake	Loc+coach	49	\$ 15.27
Jasper-Prince Rupert	Loc+c+slpr*	32	\$ 16.60
Sudbury-White R.	Rail D. Car	7	\$ 8.91
Victoria-Courtenay	Rail D.Car	40	\$ 15.25

* Changed in 1996 to Loc+coach only.

Clearly Locomotive plus coach is too expensive and a lower cost vehicle similar to a Rail Diesel Car (RDC) should be used. The cost of a RDC for Victoria-Courtenay has to do with the doubling of the costs by the CPR in 1990, when abandonment of this service failed in the courts. One problem in the use of RDC is that it often needs a 3 car train to trigger the signal and level crossing circuits. A Diesel Multiple Unit or rail bus is the answer. VIA could have maintained more passengers on the Skeena if it had continued operating from Edmonton.

Rocky Mountaineer Buys VIA Equipment

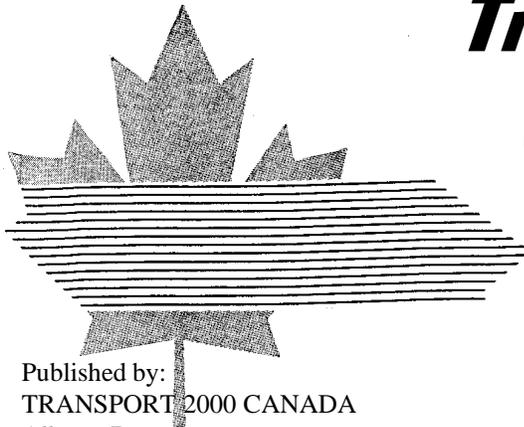
Rocky Mountaineer bought 25 VIA cars that VIA declared surplus. Rocky Mountaineer has also ordered three more dome cars, bringing the total to four. With the extra equipment, Rocky Mountaineer should be able to operate three times a week, instead of one and one half times a week as it does now. Such an improved service would also provide a more regular load on the hotels in Kamloops.

Rocky Mountaineer has now purchased its own locomotives. Up to now they leased engines in the USA.

St. Lawrence Seaway Arrangements

A not-for-profit corporation has been established to run the St. Lawrence Seaway. The new corporation will be run by a shippers/carriers group which will presumably reduce operating costs. The transfer date will be January 1, 1997. Not all the details have been finalized.

The Federal Government retains ownership of the fixed assets. Why was such an arrangement not possible with the CN infrastructure?



Published by:
 TRANSPORT 2000 CANADA
 Alberta Branch,
 P.O. Box 583, Main Post Office,
 Edmonton AB T5J 2K8

Transport 2000 West Canada Newsletter

96 - 4
 November/
 December
 1996

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Editorial by J. J. Bakker

Isn't politics great? First Bob Dole (who voted against Amtrak funding) rode the train to the Republican convention. Then Clinton whistle stopped through the Midwest states to Chicago. And here in Canada the premiers travelled on the "unity train", courtesy of CN, from Edmonton to Jasper. And then just think, they are talking about a Federal Election next year. Maybe we will see trains all over the place, with politicians waving to us.

But what about ordinary citizens? Should they not have the choice of travelling by train? Why only in the rest of the world? It is very clear that on the European continent there is a policy of investing in infrastructure **and** investing in new equipment. In Europe they want the most efficient and cost-effective equipment that can do the job at the least cost.

Stan Keyes, M.P., Parliamentary Secretary to the Minister of Transport and a member of the Transport Committee of the House of Commons, made it clear at the Vancouver hearings of the Transport Committee, that he did not want to see investment in new efficient VIA equipment. Never mind that it was political interference which made VIA refurbish old equipment when for about the same money they could have bilevel superliners like Amtrak uses. Investing money to reduce costs is a good way of spending tax payers money.

A month later the Federal Government gave \$ 87 million to Bombardier for airplanes. Ballard later got \$ 30 million. Both payments were called investments. But why are there no investments for VIA? It plays of course well to an audience that includes representatives of Rocky Mountaineer to dump on VIA. It is also cheap politicking. As shown in this issue, consistency when it comes to Canadian ownership or energy taxation is sadly absent.

Is doing nothing really a policy?

The article on Greyhound shows that pure passenger transport does not pay. It is a lesson that should also be applied to passenger rail transportation. Parcels, mail, car-go-rail are all extra revenue earners that should be explored.



Photo:
 Modern
 Railways

In Britain, Railtrack charges too much. So if an operating company wants to have a unit repaired, it is cheaper to use a flatbed truck and haul it over the highway. Here a road transport is shown going parallel to a railway track. Are not cost accountants wonderful?

The editor had a bad dream, in which Transport Canada (they like copying all the bad features of Britain) ordered **The Canadian** to use flatbed trucks on the Trans Canada Highway. Every half hour the 19 trucks would stop to allow passengers to go to the dome car, the diner or just for refreshments. Everything should be on highways, so the politicians say.

And then think of all the motorists, who now already get mad at an RV driver that impedes their progress. Just think of a convoy of 19 trucks. But maybe it would be just the event that would restore **The Canadian** on the South CP Line.

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Hearings of the Transportation Committee by J. J. Bakker

Both Transport 2000 BC and Transport 2000 Canada [Alberta Branch] appeared before the Committee in Vancouver on October 2, 1996. Submissions were sent to October either at the end of August or early in September, yet it was clear nobody on the Committee had read any of them.

Where do the Liberals stand?

The liberal members appeared to be somewhat to the right of the reform party. During the lunch break they were praising VIA (i.e.. politicians taking credit) and during the hearings critical ("Why should the government invest money in a crown corporation that is losing money"). It was clear that the lobbying efforts of Rocky Mountaineer were much better.

At the Transport 2000 board meeting on October 26, 1996; we heard that by the time the committee got to Halifax they were lecturing (and that was hearing?) Transport 2000 Atlantic about private enterprise and singing from the Rocky Mountaineer songbook.

The impression given was that members hear what they want to hear, and have a preconceived viewpoint regarding those appearing before them. The contents of submissions does not seem to matter.

BC Submission.

Transport 2000 BC would not wish to see the Committee recommend further highway construction or upgrading without requiring that it be financed by users through license fees, fuel taxes, tolls or ton-mile taxes. Otherwise we will be saddled with more debt and more traffic will be driven away from inherently more economic rail transport with increased pollution and inefficient use of urban property.

Truckers and motorists using these facilities could be faced with much higher costs by the years 2007-2014 when petroleum demands are estimated to begin to exceed foreseeable supplies. Costs and general inflation went up by 5 times when the last oil crisis occurred in the 1970's and

could shoot up as much again when short-ages develop.

Foreseeable technology improvements will not do much to change cost relationships between transport modes. Intercity railways and urban trolley buses are much more effective users of electricity from hydro or coal based generating stations than are battery driven cars and trucks. Automated control systems with low labour cost already make urban light rail systems much cheaper than cars using expressways.

Commercialization of the airlines and CN Railways seems beneficial so far but is not considered desirable in all cases.

VIA should not be commercialised or further reduced under the plans started by Mulroney. Steps should be taken to enhance VIA as it is a sure tourist draw and will create tourist spending and employment spin-off benefits which can exceed its present deficit. The Committee should consult with VIA on what it needs to help it succeed now and in the future when air and auto become more expensive.

Regarding airlines we are concerned that Air Canada and Canadian are locked in a competitive death struggle which may destroy them both and make them easy prey for foreign take over; Canadian is already half-way to being taken over by American.

Foreign (i.e. U.S.) takeover of any of our major airlines or railways is not good for Canada and will result in transfer of traffic to U.S. routing with considerable loss of jobs and abandonment of infrastructure in Canada. ***Part of being a nation is the need to control our own transport and it's the duty of our government to see that this is maintained.***

Government at all levels should encourage increased intermodalism for both freight and passenger convenience and economy in the use of resources. Good examples already exist such as freight containerisation and joint passenger stations in Vancouver.

In addition to the foregoing it is essential for government to exercise general con-

trol over competition between highway, rail and air modes so that a level playing field environment exists. There is at present a strong tendency for our government to favour the highway and airway modes to the detriment and abandonment of rail. This should be stopped before more treasury money is put into highways or airways.

It is also a necessary role of government to ensure equitable treatment of freight shippers and to prevent the erection of artificial barriers to the free movement of goods. In the passenger field governments should do everything possible to ensure more tourism moving to and through the country.

Federal and provincial governments must maintain control over all modes as far as safety is concerned.

The Federal government is still administering Airline and Railway safety quite well, but they and the provinces are not keeping on top of truckers and car drivers as they should. Owner-operator truckers can be very unsafe where forced to neglect maintenance because of inter carrier competition, just-in-time delivery and deregulated low rates. This rate competition between truckers and between railways and truckers has greatly favoured the shippers but it causes both trucking companies and owner-operators to skimp on maintenance resulting in many accidents on the roads.

Our main conclusion at this point in our Transport history is: no new government investment in infrastructure without it being paid for by users so as to ensure a level playing field for all!

Alberta Submission.

The Alberta submission focused on networks, rather than links, and how the networks should be connected.

In financing it dealt with the various taxes or user charges available, property taxes and on the taxes that exist on infrastructure (other than on roads).

Costs and Cost Allocations.

If there are allocated taxes, then it is important to know what costs should be included and which jurisdiction should levy the user charges. The current impression that fuel taxes create huge surpluses which are being used in general revenue may not be true. More than half the vehicle.km are in urban areas. On the other hand with an allocated tax, you get something for what you pay, which is a more defensible tax, then just general taxes.

Since Mr. Martin is opposed to allocated taxes, at least balance sheets should be produced. A separate report could be

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TRANSPORT 2000 CANADA is a national federation of consumers devoted to advancing the public interest in transportation of all modes. A registered charity, it is involved with research, public education and advocacy of public transport issues. It publishes a newsletter "Transport Action".

TRANSPORT 2000 CANADA [Alberta Branch], Transport 2000 BC, Transport 2000 Saskatchewan and Transport 2000 Manitoba are separate organizations in the western provinces. Half the membership fee goes to the Federal Organization.

This newsletter was edited by John Bakker

Hearings of the Transportation Committee (continued)

made as to who is responsible for what. The following list is one suggestion:

The municipal responsibilities, charged to property taxes, should be:

- For municipal roads the construction and maintenance of all access functions, as well as operations (signals, signs etc.).
- Midday or the access function of transit (equipment, maintenance and operations).

The provincial responsibilities, charged to fuel taxes should be, for highways:

- Construction, maintenance, policing and operations (signals, signs etc.) for the movement functions of municipal roads:
- Construction, maintenance, operations and policing
- Alternatives to municipal roads such as peak hour transit (construction, maintenance, equipment and operations).
- Transit functions related to the mobility impaired.

The federal responsibilities should be:

1. The continuation of the highway network across waterways (ferries or bridges) for inter-provincial and international traffic (this can be partly offset with a toll).
2. Intermodal crossings (rail-road grade crossings for example).
3. Environmental and energy impacts of transportation. It is better from the point of view of energy and environment that goods are transported by rail than by truck over longer distances. For shorter distances there is the option of moving the trucks by rail in cases of traffic congestion or severe terrain conditions (the rolling highway). Energy use is a factor in our international balance of trade, but there is also the strategic consideration of what if there is an energy crisis (for example if there is a takeover by Iranian irregulars of Saudi Arabia and its oil fields).
4. Safety
5. Medical costs as a result of accidents in transportation (national health services).
6. Costs of keeping strategic transportation links to remote areas (for example Alaska Highway, Rail link to Churchill).
7. Administrative costs of Transport Canada and C.T.A.
8. Correcting imbalances (such as VIA Rail having to pay fuel charges and access charges to track).

Before the Federal Government embarks on a new program, such as a National Highway System, it should first, together with the provinces, determine the true costs of existing systems and allocate fuel taxes to these costs, so as to determine accountability. It should then

correct over a number of years any imbalances. Once the governments have a true picture of the true costs, can they embark on new programs and determine the necessary taxes or user charges to pay for them.

If the Committee thinks that there is a need for new federal initiatives and an infrastructure program to go with it, then it is in the provision of intermodal connections and facilities.

The Alberta Branch recommended that:

1. The Standing Committee encourages the governments in Canada start using the fuel tax (except for GST and PST) as an allocated tax to **transportation** (not just roads) or at least produce balance sheets.
2. The Standing Committee should encourage the governments in Canada to agree on which costs that should be recovered from user charges and which costs should be recovered from property taxes.
3. The Standing Committee encourages the Government of Canada to restore passenger rail service on the southern (CP) line, 3 times per week except in the summer season when service should be daily. Also that the Government of Canada renew the transcontinental equipment.
4. The Standing Committee encourages the governments in Canada to devote more efforts and resources in creating multimode passenger terminals both at major airports and at central railway stations.
5. The Standing Committee first examines alternatives to additional highways, such as rolling highways, multimode freight services and transit in urban areas; before it endorses a new national highway system as a new infrastructure project. In any case a national highway system should be financed by users through additional fuel and distance-kilometre charges.

Any of these highway improvements should be justified not only by economic analyses without allocating a cost to saving in time but also with a balance sheet which includes the repayment of capital costs.



The picture on the left shows an LRT/Busway facility in Oberhausen, Germany. It is easily possible to combine Light Rail Transit and Buses, provided buses are provided with a separate stop, allowing Light Rail to pass, as shown in Freiburg, Germany (picture on the right). There are applications in Canada in Vancouver and Ottawa. [Photos: OV Magazine,NL]

Churchill a Prisoner of the U.S.

In an other act of infamy, CN sold the The Pas-Churchill line to Denver based OmniTrax. In addition OmniTrax wants to take over the Port of Churchill. OmniTrax has an interest in a grain handling port in Estonia and owns a leasing company for equipment with a fleet of more than 400 engines. Canadian contenders were: Central Western Railway Corp. from Edmonton and Manitoba's Gateway North Transportation System Inc. Railtex of San Antonio, TX also made an offer.

It is difficult to find out many details about OmniTrax, since few people other than CN have heard of the organisation.

CN claims that the climate and geography of Northern Manitoba present unique challenges for railroaders, and therefore thought a buyer with proven railway operating experience and oriented towards service was needed. (It must be news to Central Western Railway Corp. that they did not qualify).

It will now be interesting to see whether VIA will continue to operate the Churchill line, or whether this service will be taken over by a private contractor.

Now while our transportation infrastructure is being sold to foreigners, Canadians will be glad to know that our airlines run by Americans, are limited to 25% foreign voting control! (see also pages 8 and 9).

Expertise gone within 5 years

Starting with the Trudeau years, it became fashionable in government and in industry to use generalists (MBA's and lawyers) in the top management positions. In government that also started to include the position of deputy minister.

A lot of management games, including musical chairs were played. Deputy ministers have been moving around between departments, just like ministers.

Anybody with expertise stayed in the lower ranks or middle management. With government cutbacks, those persons with the expertise are taking early retirement or are reaching retirement age. Well cheer up, in five years time there is no expertise left.



The High and Low of Light Rail Transit

In the U.S. the designs are influenced by the American Disabilities Act (ADA), which mandates that all public transport vehicles must be accessible to wheelchairs. The second consideration is buffing strength, the end load on a vehicle.

In the past only High Floor vehicles could be purchased. With the development of Low Floor vehicles in Europe, existing North American properties must match the buffing loads of their existing equipment. Hence the 70% low floor units, first in Portland, but now also in Boston. New Jersey is going to replace their PCC cars in Newark with low floor cars similar to those of Portland. The same type of cars will be used on the Hudson Bergen Light Rail Transit System.



San Diego will continue to use lifts for people in wheelchairs.

Cities like Edmonton, Calgary and Vancouver (SkyTrain) use high level platforms and high floor Light Rail Transit vehicles. Edmonton wanted a proven vehicle and high floor vehicles were the only type on the market in 1975

A city like San Diego could not do that because they have joint use of the track with regular railway operation. A Light Rail vehicle is 2.65 m wide while trains are wider. San Francisco, also uses high level platform designs, but with movable steps to allow for in street operation.

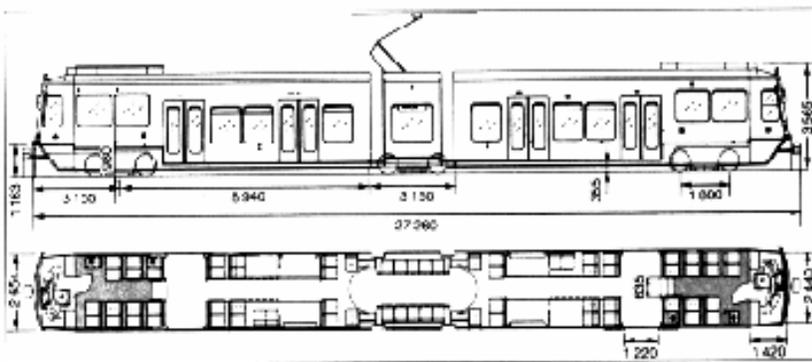
Even new systems such as Sacramento, San Jose, St. Louis, Denver, Dallas and Salt Lake City have chosen high level floor designs. The reason New Jersey went to 70% low floor is because of in-street running and no space for high level platforms.

The cost of a traditional vehicle is about Cdn \$ 3.5 million.

The attempt to develop a standard LRV has been abandoned. However there is an attempt to have standard subsystems, such as doors, motors, brakes, signalling and train control, passenger information as well as environmental standards.



Portland, Oregon has received the first of their (70%) Low Floor units. The photograph shows the arrival on a low flatbed truck. These units will be coupled to the present high-floor units.



Plan and Elevation of Portland's Low Floor Light Rail Transit Vehicle (LFLRV)

Seattle Approves Public Transport Investment

In the November 1996 elections voters of the Puget Sound Region (Seattle) approved by 58% an investment of \$5 billion in public transportation. It will give the following improvements:

- A 26 km ground level light rail line from south of SEATAC airport to Washington University.
- New commuter trains on existing railway lines between Everett, Seattle and Lake-wood.
- A three county network of express buses.
- Improved access at several locations to the HOV lanes located in the centre of the

freeway.

The plan will take 10 years to implement. In spring 1995 a proposal costing \$ 6.7 billion was defeated by 47% yes, 53% no.

It is interesting to note that citizens are willing to vote for investment in public transport, despite the intense campaign by the political right to reduce taxes. This is of course an allocated tax, and the voters approve because they will actually get something for the taxes paid. A lesson still to be learned in Canada.

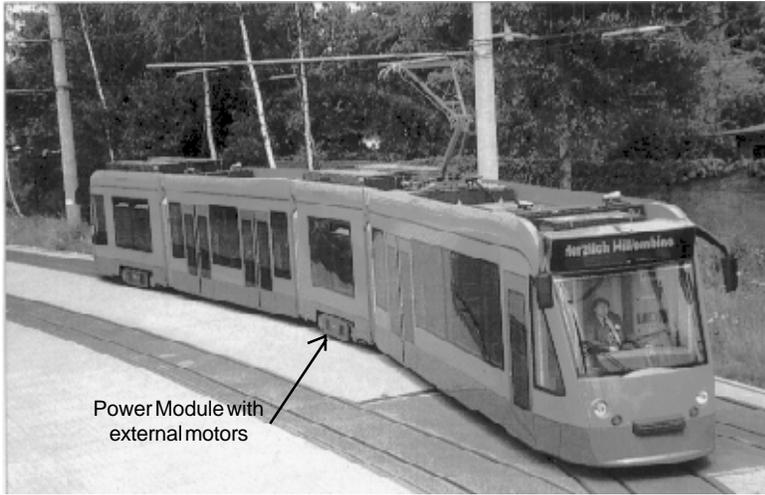
Greater Vancouver Surveys

Local Issues in the Vancouver Region were determined with a municipal survey.

The following rated high:

Crime and Violence:	76%
Protecting the environment	71%
Improve traffic flow	62%
Improve public transit	61%
Better recycling	58%
More detailed plan for future	56%
Stricter land-use policies	55%
Network of parks and open spaces	53%
Improve infrastructure	40%
Reduce taxes	36%

A survey by the GVRD showed that more than 80% back measures like increased gas taxes, tolls and higher parking fees, provided the money is spent on transportation improvements.



The new modular Combino of Siemens Transportation Systems
Modular Design

The development in Europe is now to use a modular design. The Combino uses an all-aluminium body with a 100% low floor design. The cost of the unit shown is about Cdn \$ 2 million or about 30 to 40% less than the high floor variety. The Combino has 5 basic modules (cab, single and double axle trailers, a centre module, and a twin axle powered section). It is possible to create a variety of combinations of these modules. Also substitution of modules for repair or maintenance is possible. The manufacturers of both the Combino and EuroTram claim lower initial and life cycle costs. Because of their lighter weight they also use less power.

The obstacle to their introduction into North America is structural strength and to be able to resist collisions. The question is should these vehicles be as strong as a bus or as strong as a train. And that depends on the environment that Light Rail Transit will operate. Mixing with trains costs money.



The Eurotram of ADtranz (ABB) in downtown Strasbourg. Note the modular construction of the LRV, the overhead canopy and the pedestrian friendly design.

[Photos: OV Magazine,NL, Railway Age and Railway Gazette Int.]



The EuroTram on an exclusive pedestrian - Light Rail Transit street.

Transit for Vancouver and Victoria.

The NDP Government of British Columbia before the elections showed an interest in Light Rail Transit, both in Vancouver and Victoria. Since the election the government has found that revenue is too little and expenses are too great. The net result is that there is no money for LRT projects in Vancouver or Victoria.

Yet travelling through B.C. there are many road projects in progress, there is a lot of repaving and of course there is the Vancouver Island Highway.

In the greater Vancouver area it is no longer possible to create a network of freeways. Very simply put there is no space and there is no money. Also the Vancouver area absorbs most of the B.C. immigration. Planning in B.C. has been poor, so even existing highways have not been protected with adequate access controls. Besides if Vancouver were to think of the car as the solution, where would these vehicles park? Most reports come to the conclusion that only a good transit system is the feasible answer.

So what does BC Transit do? They cut service. The reason, governments cannot decide who should pay.

Yet B.C. being late in doing anything, has an excellent chance to take the opportunity of using the recent LRV developments and go all out for an LRT network. By operating on a longitudinal segregated network, transit can provide an alternative. And that should be combined with park-and-ride lots, and traffic calming methods.

What B.C. refuses to realize is, that it cannot do nothing. The entire Vancouver region is getting close to gridlock. Earlier in the year two lanes had to be closed on the Second Narrows Bridge. It produced chaos. Unlike for example Alberta where there is lots of spare capacity on the roadway system, there is very little to spare in the Vancouver region.

So a solution has to be found to finance capital investments in public transport. Anybody who thinks that it can be done without an increase in fees or taxes is dreaming. However politicians are not prepared to face the consequences of the studies done so far. They still think some other government can be blamed or has the solution. Would less government levels help?

Canadian Airlines International

The Bad Old Days.

In the bad old days we had regulation. A board allocated routes, international and national. In that process Canadian Pacific Airlines (CPA) served Amsterdam, Milan, Rome, Madrid and Lisbon. Air Canada served London, Frankfurt, Brussels, Paris, Zurich and Vienna. Across the Pacific it was the Pacific airline (CPA) that had the routes. On transcontinental routes the capacity of Canadian Pacific was limited to 20 percent of that served by Air Canada. CPA did provide regional service in the west, as did PWA. Internationally there was also Wardair, serving the UK (Glasgow, Manchester, Newcastle and Gatwick), Frankfurt and Amsterdam.

Deregulation

With deregulation, there was supposed to be more competition. But the game of monopoly interfered. First all airlines wanted to be everywhere. Wardair became a domestic scheduled airline in addition to their scheduled so called charter flights to Europe. PWA took over CPA and formed Canadian Airlines International. Both Air Canada and CAI gobbled up regional airlines. CAI also took over Wardair, this gave CAI access to the United Kingdom at Gatwick. It also gave CAI a large debt.

CAI abandoned Amsterdam as a gateway to Europe. This market was left to a foreign airline, KLM. Instead it went to Frankfurt, already served by Air Canada. When it became possible CAI moved from Gatwick (served by Wardair) to Heathrow already served by Air Canada. In other words CAI every time abandoned markets carefully built up over time to compete head-on with Air Canada. So instead of each airline providing exclusive service to a number of foreign country, the market was shared going to a few countries. Air Canada returned the complement by wanting to serve Japan and Hong Kong.

Domestically CAI served the west well between the regular airline and its regional affiliates. Air Canada then tried to muscle its way in, with an airbus service (Edmonton-Calgary). Air Canada made Calgary a hub, because CAI had Calgary as a hub. In the end both airlines are providing frequent service in the east between Montreal or Ottawa and Toronto and in the west between Calgary, Edmonton and Vancouver. Wherever one is the other wants to be, so both can fly half empty. There are no regulations to stop it. Nor do wiser heads prevail in either airline, because both airlines do not have a national viewpoint. The government should have, but Transport Canada does not want to be involved in anything that has to do with transportation.

The main focus or hub for CAI is now Vancouver. CAI went into an alliance with American Airlines [AMR]. AMR now owns 33% with 25% of the voting shares of CAI.

AMR needed CAI as a client for its Sabre reservation system (\$ 140 million/yr) and to be able to compete with Northwest Airlines to and from the Pacific.

Cross Border Traffic

The open sky agreement helped. CAI and AA were able to establish many new routes from Vancouver to the U.S.A., particularly the AA hubs, such as Dallas-Fort Worth. AA can now channel its passengers to Vancouver and transfer them over to CAI for flights to Asia. AA is only allowed to serve Tokyo, but not China, Hong Kong, Singapore, Taiwan etc.

New Alliances

CAI now also has an alliance with British Airways. In turn British Airways has an alliance with American Airlines. British Airways arrangements with Air Canada were terminated. During the winter CAI will only serve Heathrow, service to Frankfurt or Paris will require a transfer to British Airways. And Heathrow like Toronto is a multi-terminal airport making transfers to other airlines difficult. Frankfurt and Amsterdam are single terminals and also have rail connections.

Financial Results last 5 years.

	in million of Canadian dollars				
Year	1991	1992	1993	1994	1995
Canadian					
Revenue	2,700	2,800	2,800	2,900	3,100
Costs	2,866	3,347	3,096	2,954	3,295
Loss	166	547	296	54	195
R/C ratio	0.94	0.84	0.90	0.98	0.94
Air Canada					
Revenue	3,500	3,500	3,600	4,000	4,500
Costs	3,718	3,954	3,926	3,871	4,448
Loss	218	454	326		
Profit				129	52
R/C Ratio	0.94	0.89	0.92	1.03	1.01

What about the Passengers?

For travel across the Pacific, travel opportunities have improved. For travel across the Atlantic it is worse than ever. Because the profit margins across the Atlantic are less, all airlines are cutting back and seeking alliances. Not only CAI cut back. KLM did as well, but still serves Vancouver, Toronto and Montreal (Mirabel now, Dorval later). Calgary has been abandoned. KLM has an alliance with Northwest Airlines, so from Calgary or Edmonton, they think you should use NW to Minneapolis and then KLM to Amsterdam, or in terms that passengers understand instead of 8 hours flying it is now 3.5 + 4 in Minneapolis + 7.5 = 15 hours+.

The various alliances reduce competition and is in fact the opposite of what deregulation was supposed to accomplish.

When Transport Canada awarded 4 services to Canadian, three will be handled by code sharing. One route awarded to Air Canada also uses code sharing.

Local Competition

In addition to the competition between Air Canada and Canadian, we have seen the introduction of local discount airlines, like Westjet and Greyhound. Westjet was grounded for some time by Transport Canada. The maintenance records were not in order. Flights have now been resumed. Both Westjet (4 planes) and Greyhound (8 planes) use old aircraft which require more maintenance. The regular airlines dispose of these old planes because they do not meet noise and environmental standards in the near future! Nevertheless the public benefits from low fares, as long as it lasts.

Operating on a few profitable lines, but not having a network is called cherry picking.

Little Time Left.

CAI has little time left to put its house in order. It has nearly \$ 700 million in long time debt with repayment starting in 1997, as well as new aircraft obligations, of 10 new A320's costing \$ 444 million.

CAI wants to cut costs further by cutting capacity within Canada by 11% (\$ 60 million). It wants a reduction from AMR of \$ 46 million and from other suppliers of \$ 24 million, for a total of \$ 70 million. It has also asked its unions for a 10% wage cut (\$ 70 million). Wages make up 26% of total operating costs, compared to Air Canada where it is 33%.

Federal Involvement?

The union has asked the federal government to extend a \$ 70 million interest free loan. (If it is possible for Bombardier in Quebec, why not for Canadian in the west?). There is also the perception that if Air Canada (HQ, Montreal, Quebec) was about to close down the feds would fall all over themselves with offers to help. Canadian is hated in Quebec, because of its low air fares for the unity rally last year. If Canadian folded, it would mean 16,000 direct jobs and 54,000 indirect jobs gone, it would mean a loss of \$ 290 million drop in UI and pension premium contributions and it would cost \$ 620 million in Unemployment Insurance payments. The union objects to CAI going with information directly to its members, while there is a valid contract in place. Mr. Anderson, the minister of Transport would like to see the union members vote on the issue.

Union vs. Members Interests.

Four of the six unions have agreed to half the roll back. The other half would come from fuel tax reductions. Two unions are hold outs. CUPE and CAW are national unions and are concerned about the precedence being set for many of their other contracts. The members of the locals see their jobs being toyed with.

The politicking is not only confined to the unions. Premier Clarke of BC flew to Dallas to learn that AMR was still interested in its investment. They were.

Canadian International (continued)

Government Help

The problem then for CAI is debt and the need for new planes. And CAI needs operating money until the profitable season starts next spring to stay in existence.

The government hopes for more liberal MP's from the west. If Canadian goes under the repercussions will not only be economic but also political.

The Federal Government is reducing the aviation fuel tax, which will benefit Canadian with \$ 20 million (it will also benefit other airlines), Alberta and B.C. will also reduce their aviation fuel tax which means \$ 8 million from Alberta and \$ 7 from B.C. And now it is up to the creditors. Our printing deadline was November 29, 1996, so read all about it in the national press.

[Sources: Globe&Mail,Vanc.Sun,Ottawa Citizen]

Reducing Fuel Taxes.

The problems associated with Canadian International Airlines has prompted the federal and 2 provincial governments to reduce aviation fuel taxes. With railway branch lines being uneconomic, with VIA requiring government help, why do these governments not address the fuel taxes on locomotive diesel fuels?

Is there perhaps an energy policy behind these moves?

What is the underlying strategy (if any) of our governments when it comes to fuel taxation?

Our guess remains, those services used by government officials will get the breaks. Others will not.

Channel Tunnel Fire

A truck on a shuttle in the Eurotunnel caught fire. The truck was already on fire when the train entered the tunnel, and procedures should have stopped the train prior to entering. Instructions are to head for the other exit at high speed, however the brakes blocked for unexplained reasons. The fire damaged 230 m of tunnel. The 34 passengers (truck drivers) in a separate coach, were all rescued. It took 20 min. to reach the train and 14 hours to extinguish it.

Ocean and Chaleur Busy

VIA reports the following changes in their eastern operations for the first nine month of this year.

	Ocean	Chaleur
Passenger.km	+ 23.1%	15.7%
Passengers	+ 21.2%	18.0%
Revenue	+ 10.5%	9.0%

No figures are available for the incremental cost of extra cars. Most of the increase is due to promotions and consists of Visiting Friends and Relatives (VFR). Tour Companies will add the Ocean and Chaleur for their offerings in 1997.



IC3 Fixed by VIA and ABB.

The IC3 was tested by Amtrak and ran satisfactorily. However when it was tested in Canada, it had to be removed from service. What happened?

The photo above shows the IC3 outside Los Angeles. The two units were coupled together. In Canada VIA planned to run the two units separately. The trouble is that operated singly the IC-3 was not triggering track circuits on a reliable basis.

Protected level crossings are actuated by making contact between the two rails. All problems with IC3 seem to have been resolved by changing to iron brake shoes and adding scrubbers for all wheels. The former composite brake shoe appeared to be leaving a very fine residue on the wheel surface, just enough to break the electrical contact, making the train "disappear" from dispatchers' boards and slightly affecting the timing of warning signal activation at level crossings. All these elements are working 100% now, and the trains started rolling again on all their regular schedules on Tuesday afternoon November 19.

The problem of an unreliable contact between wheel and rail is not unusual. The same problem occurred in the past with RDC's. Drivers had to briefly apply brakes when they approached level crossings so as to actuate the circuits. RDC's could also get lost by Centralized Traffic Control. Using 2 or 3 cars coupled together did cause the circuits to react (More wheels, more track contact).

The same problem is occurring in The Netherlands with their new diesel trains. Most of the rail lines in Holland are electrified and see long trains and frequent serv-

ice, but the diesel routes are infrequent. The new two-car light weight diesels are not triggering the circuits.

An additional problem is that some track is not used that much by heavy freight trains, and the track is not smooth and clean either. When the problem was discovered Transport Canada imposed a speed limit of 40 km/h at all level crossings. VIA withdrew the trains and tried to fix the problem, together with ABB. Initially this was expected to take a week or so, but it took a lot longer. Informants say that VIA shop personnel are quite critical of the IC-3. This shows perhaps that if VIA ever buys new equipment, that it should couple it to a maintenance contract with the supplier.

Schedule of IC-3:

Kingston	0 6:15	Kitchener	06:45
Toronto	0 8:35/09:20	Toronto	08:45/09:00
London	11:30/12:30	Ottawa	13:12/13:50
Toronto	14:35/15:15	Toronto	18:08/23:00
Kitchener	16:52/17:15	Kitchener	01:01
Toronto	18:55/20:00		
Kingston	22:20		

E&N 110 Years Old

On September 29, 1996 the E&N was 110 years old. The E&N land grant of 1885 and the charter made it quite plain that passenger service must be provided between Victoria and Wellington in perpetuity. CP acquired the line, benefits and obligations, in 1905. In 1871 the federal government agreed to build a railroad to the Pacific with its terminus at Esquimalt. When the terminus was changed to Vancouver, the islanders wanted to secede from the dominion. The compromise was made in 1883, resulting in the E&N Railway.

[K.D.Moir, Times Colonist]



VIA's HEPII Equipment, now used for remote services and in S.W. Ontario.

Greyhound Lines of Canada

Greyhound Lines of Canada was until June 1996, a publicly traded company. However 68.5% was owned by Dial Corporation.

Prior to 1993 the organisation looked as follows:



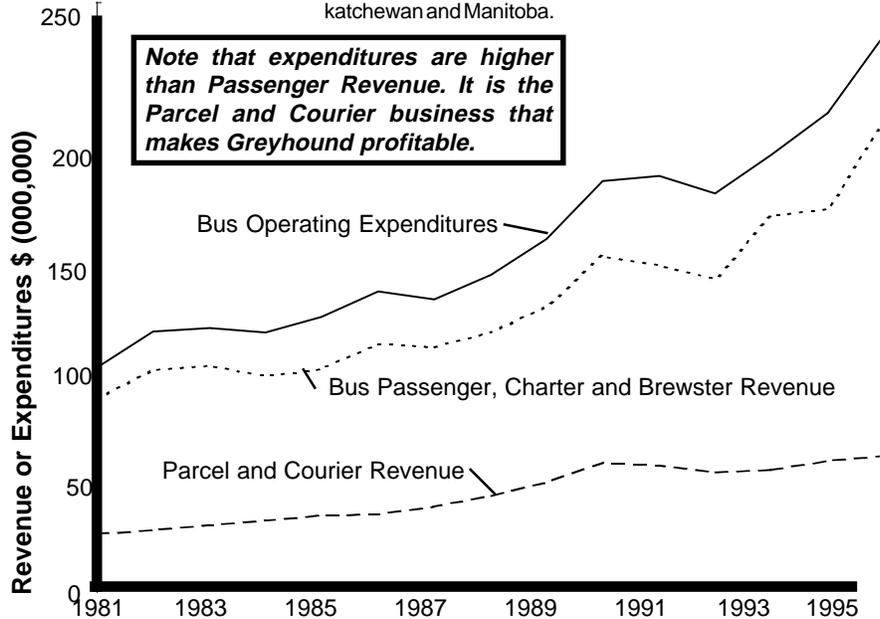
In 1993 Motor Coach Industries and Frank Fair were split off from Greyhound Lines of Canada, leaving Brewster as a 100% owned

subsidiary of Greyhound Lines of Canada. Minority shareholders were able to convert their part into cash.

Part of the split up agreement obliges Greyhound Lines of Canada to buy 75% of its bus shell requirements from MCI until the year 2002..



A Greyhound Bus pulling a freight-trailer behind it. These trailers are now permitted in British Columbia, Alberta, Saskatchewan and Manitoba.



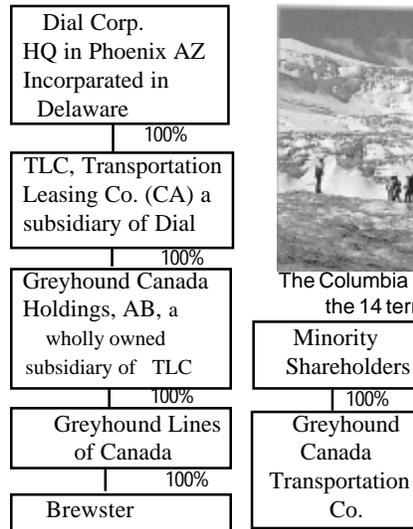
Performance of Greyhound Lines of Canada

Year:		1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995
Revenue																
Passenger and Charter	\$(000,000)	66.9	79.5	82.1	80.0	83.6	89.4	86.1	88.2	100.2	118.3	116.3	98.4	124.3	120.6	119.7
Courier/Parcel	\$(000,000)	26.3	27.7	29.9	31.6	34.0	34.4	37.5	42.0	47.8	56.0	55.0	51.9	53.0	56.7	59.0
Other (includes Brewster)	\$(000,000)	16.0	15.6	14.8	12.5	11.9	16.8	18.8	22.8	22.0	24.9	23.0	35.2	35.8	42.2	79.7
Total Bus Operations	\$(000,000)	109.2	122.8	126.8	124.1	129.5	140.6	142.4	153.0	170.0	199.2	194.3	185.5	205.7	223.3	261.3
MCI, Bus Shell Manufacturing	\$(000,000)	95.1	80.6	74.9	80.7	91.0	70.9	98.5	110.3	100.6	100.2	86.4	115.7	n.a.	0.0	0.0
Total Operating Revenue	\$(000,000)	204.3	203.4	201.7	204.8	220.5	211.5	240.8	263.4	270.6	299.4	280.7	301.2	205.7	223.3	261.3
Expenses																
Bus Operations	\$(000,000)	96.1	111.2	112.9	111.1	117.5	128.2	125.0	135.5	150.6	174.6	176.9	169.5	185.9	203.5	236.0
MCI, Bus Shell Manufacturing	\$(000,000)	73.2	57.7	55.0	64.3	75.2	60.5	85.6	93.3	86.1	88.1	79.8	106.7	n.a.	0.0	0.0
Total Operating Expenses	\$(000,000)	169.3	168.9	167.9	175.4	192.7	188.7	210.6	228.8	236.7	262.7	184.8	276.2	194.4	203.5	236.0
Income																
Bus Operations	\$(000,000)	-12.1	12.6	13.8	13.0	12.0	12.4	17.4	17.6	21.9	25.9	17.5	16.0	19.7	19.8	25.3
MCI, Bus Shell Manufacturing	\$(000,000)	21.9	22.9	19.9	16.4	15.8	10.4	12.9	17.0	14.5	12.1	6.6	9.0	2.6	0.0	0.0
Total Operating Income	\$(000,000)	34.9	34.5	33.8	29.4	27.8	22.8	30.2	34.6	33.9	36.7	24.1	25.0	22.3	19.8	25.3
Investment Income	\$(000,000)	3.0	3.0	3.8	3.5	4.1	5.4	4.9	6.3	5.2	5.6	-0.4	-0.4	0.1	-3.2	-4.1
Sub-Total	\$(000,000)	37.9	37.5	37.6	32.9	31.9	28.2	35.1	40.9	39.1	42.3	23.7	24.6	22.4	16.6	21.2
Depreciation	\$(000,000)	5.5	6.3	5.3	5.8	6.4	6.9	5.9	6.5	7.5	8.9	8.1	9.2	9.4	10.0	11.4
Other	\$(000,000)	-0.2	-4.8	-4.6	-4.3	-2.8	-6.1	-5.2	-5.0	-6.8	-8.6	-14.4	-18.1	-9.4	-9.7	-11.2
Income before taxes	\$(000,000)	43.2	39.0	38.3	34.4	35.5	29.0	35.8	42.4	39.8	42.6	17.4	15.7	22.4	16.9	21.4
Taxes	\$(000,000)	18.5	17.3	17.2	15.4	16.3	14.0	18.1	19.8	17.7	18.6	7.8	7.6	9.3	7.5	9.0
Net Income from Bus Operations	\$(000,000)	n.a.	11.7	13.0	15.2	9.6	8.1	10.5	9.4	12.4						
Net Income from MCI Operations	\$(000,000)	n.a.	10.9	9.1	8.9	6.5	9.0	2.6	0.0	0.0						
Net Total Income	\$(000,000)	24.7	21.7	21.1	19.0	19.2	15.0	17.7	22.6	22.1	24.0	16.1	17.1	13.1	9.4	12.4
Debt	\$(000,000)						12.0	10.0		2.3			0.0	0.0	33.8	42.9

Did Dial take Canada to the Cleaners.

Canada is very determined that foreign ownership in the airline industry be limited to 25%. Greyhound wanted to start air services and has entered into an Air Charter Agreement with KFC (Kelowna Flightcraft Air Charter Ltd). The NTA refused because Greyhound was 68.5% foreign owned.

Greyhound has now reorganized, and what is the result on foreign ownership?



The Columbia Icefields Operations are part of Brewster. Two of the 14 terra tired 56 passengers vehicles are shown.

Just prior to the splitting up of Brewster and Greyhound Canada Transportation, a few capital expenditures were made to benefit Brewster. The Icefields Chalet was completed, TransPacific Tours was acquired and all MC-9's of Brewster were given new engine and paint job.

Greyhound Lines of Canada paid out a special dividend of \$ 5.00 per share before

the split up. Most of this dividend went to Dial and the money needed for the dividend was created by debt.

In addition 76 coaches (worth \$ 12.5 million) were excluded from the deal. These coaches are being leased by Greyhound Canada Transportation from Greyhound Canada Holdings for \$ 1.3 million per year.

Also the Calgary Terminal and Head Offices (leasing cost \$ 1.5 million per year) and the Edmonton Terminal (leasing cost \$ 0.3 million per year) remain in the ownership of Greyhound Canada Holdings. Greyhound Canada Transportation will owe Brewster \$ 12 million.

The Minority Shareholders in 1996 consisted of individuals, institutional holders and management. Management either obtained shares or has shares under option. Greyhound Canada Transportation Co. is no longer foreign controlled, but as explained later will be in debt to Dial.

Brewster became 100% foreign owned.

Brewster

Brewster consists of 3 main units with several sub-units.

The **Package Tour Group** consists of:

- ◆ **Trans Pacific Tours (Canada) Ltd**, purchased from Canadian International in 1995 for about \$ 2.5 million. TPT Canada arranges all inclusive tours using hotels, transportation, attractions, guides etc., mainly for off-shore clients.
- ◆ **Independent Package Tours** for motorcoach itineraries.
- ◆ **Brewster Group Travel** for needs not met by escorted tours.

The **Transportation Group** consists of:

- ◆ **Charter Services**
- ◆ **Gray Line Sightseeing and Scheduled Services.**

Gray Line Sightseeing in Banff, Lake Louise, Jasper, Calgary and Edmonton. Scheduled services are between Calgary and Vancouver for the sole use of the independent tour division. Brewster also provides airport service between Calgary International Airport, Banff, Lake Louise and Jasper. Brewster owns 74 MCI coaches.

Non-Transportation Units.

- ◆ **Columbia Icefields Operations** - snowcoach tours, Icefield Centre, 32 room hotel, license runs to 2037.
- ◆ **Mount Royal Hotel/Cascade Inn, Banff.**

Saskatchewan Highway Minister wants Traffic Back on Steel

The Highway Minister Andy Renaud made some interesting comments to the Saskatchewan Association of Rural Municipalities early in November. He pointed out that \$ 170 million is spent on the highway budget, but \$ 850 million goes on interest payments on the provinces debt. Fuel taxes now raise \$ 325 million, up from \$ 175 million five years ago. He advised that money does not grow on trees and he wants to see more work done, like in the southwest part of the province to work out a plan to coordinate road and rail priorities. He wants to put the traffic back on the steel where it belongs.

The department had also worked out deals with trucking companies in the uranium and forest industries, where savings incurred by using larger vehicles like double-trailers are paid back into maintaining specific roads. [Saskatoon Star-Phoenix]

Air Canada Adds Flights

Taking advantage of Canadian Airline International' s troubles, Air Canada increased service to Frankfurt from Toronto, Calgary and Vancouver. Also to London from Toronto, Calgary and St.John's.

Across the Pacific Air Canada will add 3 new flights every week, giving daily service to Osaka, 4X per week to Hong Kong and 5Xper week to Seoul.

Domestically it added flights between Edmonton and Vancouver, Edmonton and Ottawa and Vancouver-Ottawa.

Air Canada gets more than half of its revenues from foreign operations.

Comment

It was Mr. Brewster who started in 1896 the charter and tour operations in the Banff and Jasper National Parks. Greyhound acquired Brewster as a subsidiary in 1965.

One hundred years after the founding of the company Brewster becomes a 100% American owned company. It is doubtful that a foreign company would be allowed to dominate tour services in a National Park in the United States. Yet Brewster has a contract at the Icefields until the year 2037.

Foreign ownership has been a major issue, when it comes to airline companies. Yet Bus Companies appear to be different. In the 1977 amendments to the National Transportation Act (Bill C-33) one of the government policy objectives was, that there be "Canadian Control of privately owned carriers". However no action was taken as regards Greyhound.

Canadian ownership of our infrastructure does not matter either. The sale of the Churchill line is another example. It is doubtful the federal government has any real policies regarding foreign ownership, except they say for airlines and TV satellites.

Should there not be a consistent policy for all transportation modes?

Rocky Mountaineer Objects to VIA Making Money

VIA is proposing to increase its service between Jasper and Vancouver, starting in June 1997. VIA has the extra set of equipment required. It takes 18 hours from Vancouver to Jasper. Ideally it would be better if the extra service was also between Edmonton and Jasper, since there is no air service between Jasper and Edmonton. However the extra 5.5 hours would mean another trainset.

Rocky Mountaineer cries foul, since they want the total market. Rocky Mountaineer got the only break-even service from VIA, thanks to Brian Mulroney. Rocky Mountaineer already has a monopoly between Calgary and Kamloops, but provides no service to any intermediate community, except Banff and Kamloops. VIA does serve the intermediate communities between Toronto and Vancouver. Rocky Mountaineer is lobbying extensively and also are writing to the minister and the newspapers. According to the Kamloops Chamber of Commerce the local economy is going to collapse.

At present many potential transcontinental passengers are turned away because the train is fully booked between Jasper and Vancouver. By segregating passengers into different trains, load factors can be improved. VIA already has a cost/recovery factor of 1.35 between Jasper and Vancouver and almost 1.00 on the Canadian from Toronto to Vancouver.

So the critique is that VIA gets a subsidy, but if VIA makes money then the service should be given away to Rocky Mountaineer, because otherwise Rocky Mountaineer can no longer criticize VIA for getting a subsidy.

Studies by Alberta Economic Development in the late eighties, showed that there is a market for a daily full service train between Calgary-Vancouver and Edmonton-Vancouver. In addition there is a market for a three times per week Rocky Mountaineer service between these city pairs. And that was before the low Canadian dollar and the tourist boom. VIA estimates a market of 150,000 of which they carry about 40,000 and GCRC carries 15,000 with their specialised service.

Reliable sources report from Ottawa, that those who write to the minister **against** VIA operating 6X per week, get a prompt reply. Those who write **for** VIA, have their letters removed and held up by a political assistant. Anybody who writes **for** VIA, should write to or at least copy the Prime Minister. It is scandalous that there are these selective filters for those that write the minister.

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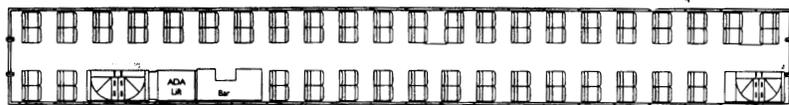
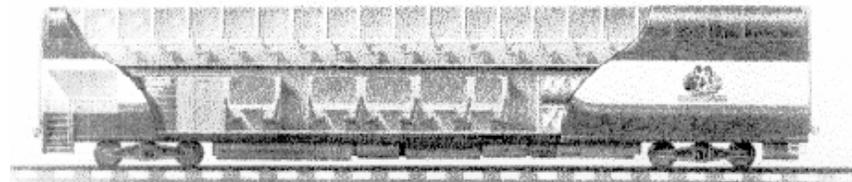
Edmonton Airport Authority will raise about \$ 13 million a year by levying a \$ 10 passenger fee at the international terminal. Edmonton would like to add the tax to the price of the ticket. Proceeds are for \$ 175 million planned expansion and renovations.

For short distances this levy will increase the cost of a ticket substantially.

Recommended Reading

Trackside Canada, P.O. Box 1369, Station B, Ottawa, ON, K1P 5R4 have just published their 1996-1997 edition of the Canadian Rail Passenger Yearbook.

It contains an interesting article about the CP Station in Vancouver. Other articles are about RDC's with the CP and Farewell to The Atlantic. Cost \$ 26.16, by mail.



Upper Level has 74 Seats



Lower Level has Viewing Platform, Toilets, Dining Area and Galley

The bi-level car was made by Rader Railcar in Denver for \$ 2.8 million. Rocky Mountaineer intends to operate three times per week. Departures will be Sunday, Tuesday and Thursday from Vancouver, Calgary and

Jasper. There is an overnight stop in Kamloops. This way tours can be arranged from Banff to Jasper via Kamloops. Intermediate communities other than Banff are not served.