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# *Transport 2000*

## *West Canada*

### *Newsletter*

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**for**  
**Manitoba**  
**Saskatchewan**  
**Alberta and**  
**British Columbia**

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### *Editorial* by J. J. Bakker

In my last editorial I mentioned the fondness of politicians to use trains in their election campaigns. This issue has two aspects on the same theme. One you find on page 9 related to the Liberal Party and the other on page 8 which relates to the Clinton budget. Train travel in the United States is going to be for campaigning presidential candidates, but not for the general public. In Canada it is for public relations of a party. But when it comes to the House of Commons Transport Committee it is all highways and no opportunities for VIA between Jasper and Vancouver (see pages 7 and 8).

The Royal Commission on Passenger Transportation concluded that the bus was the answer for surface passenger transportation. On page 4 we start an analysis and find that buses do not pay their way either. It is the courier/parcel services that keep the buses on the road. Rural communities also keep their bus services because of cross-subsidising and regulation. The other threat to bus transport is the jitney. The unlicensed and probably under insured jitney is stealing traffic from the licensed fully insured and inspected bus companies.

The plight of the bus companies is no different than that of the passenger railways. Passenger rail subsidies in Europe are primarily needed in order to provide an alternative to congested roads (or airports and airways). Because passenger rail has an accountancy purity, it has become an easy target on this continent.

If the same accounting purity was applied to roads then few roads would be built. The reason is that if a road is wider and more direct, there is less revenue from fuel taxes. However the costs increase. A wider road means more snow removal and repairs for example. Roads are not justified on the basis of financial performance, they are justified on the basis of an economic analysis. The main factor in the calculations would be the saving of time. Accumulating a few minutes by many drivers multiplying by say the minimum wage per hour would produce a huge dollar saving. None of that saving however will show up in the ledgers of the highway department.

The proposals to make commuter rail and transit costs part of property taxes and use fuel taxes to build more roads, are just questionable in their logic.

If a train station is a place where a train stops,  
 what is a workstation?



The Trans-Europe-Express (TEE) operated these Diesel-Electrical trainset until 1974. They were sold to Ontario Northland Railway in 1977. The photo shows a trainset being tested in Holland before it was shipped to Canada. In 1992 these trains stopped operating. The TEE Classics, an association, now wants to return these sets to Europe. TEE Classics has an agreement with ONR for 8 of the 12 cars to be returned. ONR has overhauled these cars and restored missing windows and interior fittings. TEE-Classics is still raising funds for the transportation costs across the Atlantic ocean.

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## Correspondence

In our last issue we urged readers, when writing to the government about VIA, to send the letter to the Prime Minister. Practising what I preached, this is the result:

Dec.18.1996

Dear Mr. Bakker:

The Prime Minister's Office has forwarded to me a copy of your e-mail message of December 5, 1996, regarding passenger rail service on the Jasper to Vancouver portion of the transcontinental route.

Personally, I believe that the future of rail tourism in Canada is excellent. Indeed, the prospects for rail tourism over the next two decades may well be as bright as that which has been enjoyed by the cruise ship industry on our coast over the past twenty years. We have a great product with outstanding potential.

I appreciate that your views have been brought to my attention. My officials are currently reviewing the implications of both VIA's proposal and the information provided by the Great Canadian Railtour Company (GCRC). Furthermore, as this issue is commercial in nature, I have met twice with Mr. Peter Armstrong, President and Chief Executive Officer of GCRC, and with Mr. Terry Ivany, VIA's President and Chief Executive Officer, and have asked that they present options to me to resolve this matter.

I can assure you that, in making a decision, I will carefully consider your views as well as the discussions between Messrs. Armstrong and Ivany.

Again, thank you for writing.

Yours sincerely,

David Anderson, P.C., M.P.

Identical letters were received by others who had written.

### A Request

It would help Transport 2000 Canada, if members could copy (or blind copy) Transport 2000 Canada in Ottawa and also send a copy of the response.

**Join or Renew your Membership in Transport 2000 Canada.**

**TRANSPORT 2000 CANADA. Alberta Branch.**

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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



## Dallas Commuter - LRT - Amtrak Station

Cities in Texas can levy up to 1 cent on the sale tax for transit. While Houston has studied many options, the transit board there decided for unproven, new technology with the result that other than HOV lanes it is a bus system.

Austin had a 1 cent tax but reduced it to half a cent and has a bus system. Austin has just started once again a study to look at LRT. In Austin the transit board had many agendas, developing a network was not one of them.

Dallas from the start looked at LRT and the first line is now in operation. Dallas is also in the process of developing commuter and intercity rail. The first 16 km started operation December 30, 1996. It will be using existing rail right of way to link Dallas with the Airport and Fort Worth (the Trinity Railway Express). They are using RDC cars which VIA sold to them and which are being renovated first by GEC Alsthom AMF Transport at Montreal. The Cummings Engines and Twin Disc transmissions are being overhauled. The vehicles themselves are being stripped to bare shells and fitted with new windows and interiors. Platform and door modifications will accommodate wheelchairs. Air Conditioning power has been increased. Cost of 13 RDC's with renovations is \$ US\$ 22 million (Cdn \$ 30.1). VIA considered the RDC's surplus.

In downtown Dallas the commuter rail and LRT will come together at the renovated Union station. The western most platform will be used by Amtrak and Regional rail, the centre platform will

handle regional rail on one side and southbound LRT on the other and the easternmost platform will accommodate northbound LRT trains.

Dallas and Fort Worth are developing a single fare media between the 2 cities, even though there will be several different operating agencies.

## SkyTrain Fails the Test

The big snow storm at the end of 1996 provided a major test for SkyTrain. It failed. SkyTrain was only able to operate a very limited number of trains during the snow emergency. How does this compare with Edmonton or Calgary.

Both Calgary's and Edmonton's LRT have operated normally during bad weather. Probably one of the most important reason is that Calgary and Edmonton store their equipment indoors. SkyTrain stores outdoors and is subject to the elements, because one cannot clear tracks between stored vehicles.

The second reason is that the linear motor is very dependent on the closeness of the gap between motor and reactor. With a lot of snow the vehicle starts acting like a plow which will lead to breakdown. A Light Rail Vehicle has a higher clearance under a vehicle and can keep going even with snow.

Unfortunately it is during bad weather that transit is needed most. If it is able to provide service it establishes a constituency of supporters, even though they may not all be regular users. If it fails then the public and political support will not be there. On the streets BC Transit failed because of other vehicles getting stuck and downtown because a dumptruck managed to pull down the trolley wires. It showed that exclusive transit lanes, rather than HOV, are needed in a city the size of Vancouver.

It is unlikely however that useful conclusions will be drawn from this failure and that would make it a double failure.

## Vancouver Airport Authority

YVR Airport services will operate Fort St. John Airport as a subsidiary effective March 1, 1997. YVR also operates airports in Bermuda and in Hamilton, Ontario.

# Down Sizing Loading

## Ideology or Analysis

The Federal Government has been downloading onto the Provinces such national programs as health care, manpower training, support for post-secondary education and the like. Now there are arguments that can be advanced such as health is a provincial responsibility, but the suspicion is that the feds want to look better fiscally than they did before downloading.

The provinces in turn have downloaded onto the municipalities. Again to look fiscally good or because they want to get credit for a tax reduction, they transfer costs to the municipal level.

Neither the feds nor the provinces hardly ever are transferring revenues, but only costs.

## Government Levels.

Some provinces have gone to the concept of regional government. Often there are overlapping jurisdictions and certainly when it comes to roads, transit, police and fire there is confusion about which government is responsible.

Provinces like Manitoba, Saskatchewan and Alberta do not have regional governments. In Edmonton the big mega city was avoided by a determined effort of the suburbs to remain independent. It helped that the suburbs had a more efficient government and did provide its share of transit services. Alberta used to have regional planning, but developers were successful in Alberta in having that burden eliminated.

## Who Should Pay What?

If the problems in the provinces were analysed, the solutions may well be different. There are a number of responsibilities, costs and revenues that should be looked at. Preferably duplication of jurisdiction should be avoided.

## Provincial Governments

The Provincial Government controls far greater revenues than municipalities. Income tax, sales tax, fuel taxes, resource revenues, licences and fees are all good revenue sources. The larger people services such as education, health and welfare should not be a responsibility of a municipal government, but should be handled by the provincial government.

In addition the provincial government is responsible for the transportation system in the province, particularly roads and intercity bus. There has to be either revenue or cost sharing when it comes to freeways, arterial roads, collector roads and peak hour transit (since it reduces roadway needs).

## Provincial Gasoline Taxes.

This is a user tax and should meet the following costs: Highways (Capital repayment and Maintenance), Arterial Roads, 50% of Collector Roads, Peak hour transit services including commuter trains. Traffic Policing should also be included.

The costs of **GO Transit** (GO stands for Government of Ontario) is being dumped onto the municipalities. One letter writer to The Globe suggested that is Now Ours or **NO-Transit**. The commuter rail system saves about 10 freeway traffic lanes and clearly should be supported out of the gasoline tax.

Once upon a time, an international essay competition was held. The subject given was **The Elephant**.

The Englishman wrote: "The Elephant and the British Empire".

The Frenchman wrote: "The Elephant and its love life".

The German wrote: "The Elephant and Lebensraum (Living Space)".

The East Indian wrote: "The Elephant a tool in freight transportation".

The Chinese student wrote: "The Elephant, what year was that?"

The Canadian wrote: "The Elephant is it a Federal, Provincial or Municipal Responsibility?"

## People Taxes

(Sales, Health Service and Income Taxes)

Income tax is based on the ability to pay. Because International companies can avoid income tax by diverting their profits overseas (using artificial costs between branches), governments have to rely more and more on Value Added Taxes, Sales Taxes or Service Taxes for a more reliable income. A Health Service charge is made in Alberta and British Columbia, however those with low income do not pay. Sales tax is a regressive tax but necessary because there is too much exporting of income taxes by corporations. These taxes should meet the needs of people, such as health, education, welfare, police coordination such as crime lab. and major crimes, and provincial government administration.

However federal, provincial, regional and municipal government services could be in the same building. It would give less confusion.

## License Fees (Vehicle and Driver)

These fees should cover the costs of administration.

## Municipal Government.

Municipal government is responsible for planning, land use and all services to property.

Municipal Government gets its revenue from property taxes, development charges, licences, permits, utility charges and user fees.

## Property Taxes.

Logically taxes should be related to costs that affect real property. The costs that come to mind are: Access (local roads and basic midday transit service in urban areas), 50% of collector roads, Fire Protection, Police Protection, Drainage, Schoolbus Transportation, Land Use Planning, Building Inspection, Garbage Collection, Recycling, etc. In other words all construction and maintenance costs associated with property.

The Ontario proposal to make welfare a 100% municipal cost is not logical. It is of course motivated by political supporters in the suburban and rural areas who want to escape the responsibilities of welfare etc.

## Utility Revenues

Water Supply should be metered and based on consumption. Sewage rates can be incorporated in water supply rates. Electricity, Natural Gas and Telephone. Most of these are provided by private utilities.

## Development Charges

Since planning is a municipal function, there is a constant battle between developers and planners. Developers generally have a short range vision and are primarily concerned with a speedy return on investments. Planners on the other hand have to look at the long range implications of proposals and must protect the general public from unwanted developments. The final arbiter of this battle will be the municipal council.

The danger could become that developers get their proxies elected to councils and thereby win the battle. There is an urgent need for full disclosure of election donations and funding at the municipal level. Municipal government can reduce their costs by properly charging developers. Capital costs of utilities, roads, sidewalks, streetlighting, and also a contribution towards the per lot costs of trunk utility facilities. A new development should not cause costs to existing property owners.

## Rearrangements Are Political

Unfortunately the rearranging of taxes and responsibilities is not based on analysis of efficient government, responsibilities and the ability to obtain the revenue to do the job required. The changes are primarily based on ideology and short term political considerations.

# What are the Options for VIA? by J. J. Bakker

## Passengers Are Not Enough

The table compares the revenue/cost ratios of Greyhound, VIA West, VIA East and VIA Corridor. As can be seen none of them are breaking even. Greyhound however can make a profit because of its parcel business. It will be an illusion, if the government or VIA thinks that passenger trains relying on passengers only as a source of revenue can break even.

So the problem becomes what kind of cargo, could passenger trains also move. Since passenger trains run on a schedule and reasonably fast, the type of cargo should be time sensitive. One kind that immediately comes to mind is mail/express. The others are containers and truck trailers.

If we look south of the border, then we see Amtrak moving mail in baggage cars. Amtrak now also uses road-railers. One problem that appears to develop in the U.S.A. is that some freight railways are beginning to argue that if a train has more express/mail cars than passenger cars it is no longer a passenger train. It shows that Amtrak is successful in attracting cargo on its passenger trains.

Amtrak has found that it will only attract express/mail if it provides daily service.

In Europe the mail is now being moved by separate trains (France, Britain for example), in other countries the mail still moves with passenger trains. In Switzerland and in Britain there are also post office buses.

## Mail/Express for Rail and Bus.

If we look at attracting mail, then the word **network** comes to mind and integration with the bus system would be desirable, if not essential. In our last issue we showed the cargo-trailer that Greyhound now is permitted to use in the Western provinces.

What about a trailer that has the width of a bus and the length that is equal to the width of a rail car. In that way the trailer can be placed perpendicular on a flat car. Smaller units create far greater flexibility. Particularly with a post office that believes in load balancing and as a result believes it is good policy to delay the mail until a truck is full. Frequent and daily service and smaller units may be the answer to better mail services.

Nowhere is mail sorted along the way. So containers, truck trailers (or better road/railers) and small trailers should be used if mail is to be attracted.

However the Canadian Post Office will not change its comfortable ways, unless it is told to do so. It is like the railways, a move from *dispatch-when-ready* to *scheduled* departures, which in turn provides the reliability of service. It would also require on-time performance by Passenger rail.

## VIA East

The bus companies in the Atlantic provinces as well as Quebec are in real financial trouble. Unlike Greyhound they have not been able to capture the courier/parcel business. They are also losing business to uncontrolled jitney services. The result is that many communities are losing their bus services, just as in 1990 they lost their train services.

Without mail/express neither train nor bus services are going to break even. The operating costs will exceed what the market can

sustain in prices. In other words it is not possible to keep raising prices on VIA East or the bus system. Raising prices was done in the West, with the result that other than wealthy tourists people can no longer use the train.

So for the East there is a need to establish a passenger transportation network of trains and buses, serving all the major population centres. The development of this combined network should be done together

with Canada Post.

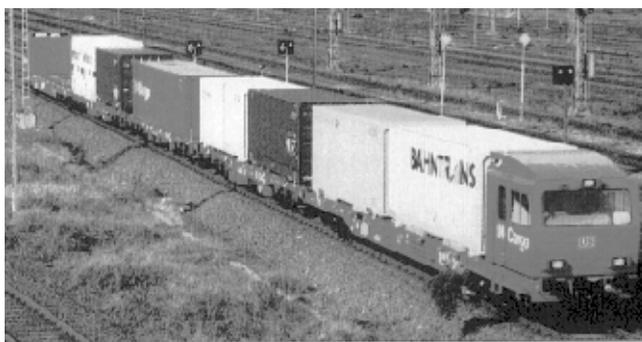
Both East and West Transcontinental services should use road-railers and flat cars with containers as part of the passenger trains. There has to be equipment flexibility so that integration with the bus systems is possible, by using some flat cars that can handle containers or bus-trailers. The only question then is, should these cars be behind the engine (which means cabling flat cars for hotel power) or at the end of the train (which means no more park/dome-cars).

Now that it has become possible to operate VIA trains on short lines (Gaspé, Hudson Bay), services using IC-3 type equipment combined with a multiple unit freight (discussed later) could provide service to Sidney NS and on the former Atlantic line (Moncton-Saint John-Sherbrooke-Montreal), a trip of about 14 hours. Daily services are essential.

## VIA West

The requirement here would be daily service and service to the major population centres. In the west that means both the northern line (Winnipeg-Saskatoon-Edmonton-Kamloops-Vancouver) and southern line (Sudbury-Thunder Bay-Winnipeg-Regina-Calgary-Kamloops-Vancouver) should be served daily.

Unless VIA starts to provide daily transportation service to passengers and mail/express, organisations such as Rocky Mountaineer will argue that VIA provides a tourist service only and gives them unfair competition. The long distance trains could, if the market is there be supplemented with daytime IC-3 type of equipment. (Cont. on p. 5)



German Multiple Unit Freight Train

### Passenger Revenue / Expenditure Ratio of

Year	Greyhound	VIA West	VIA East	VIA Corridor.
1981	0.86	n.a.	n.a.	n.a.
1982	0.86	n.a.	n.a.	n.a.
1983	0.86	n.a.	n.a.	n.a.
1984	0.83	n.a.	n.a.	n.a.
1985	0.81	0.40	0.44	0.62
1986	0.83	0.43	0.44	0.61
1987	0.84	0.42	0.45	0.61
1988	0.82	0.46	0.46	0.65
1989	0.81	0.47	0.58	0.64
1990	0.82	0.38	0.37	0.65
1991	0.79	0.48	0.45	0.71
1992	0.79	0.49	0.44	0.66
1993	0.86	0.59	0.45	0.72
1994	0.80	0.65	0.49	0.80
1995	0.84	0.78	0.55	0.81

For Greyhound ratios are for fully allocated costs

For VIA ratios use avoidable costs, fully allocated cost ratios are lower.

For Canada and VIA there are three different situations:

1. The Transcontinental services, with VIA East (Montreal - Halifax/Gaspé) and VIA West (Toronto-Vancouver).
2. The Corridor
3. Remote services

## What are the Options for VIA? (cont.)

### The Corridor

There is still a feasibility study going on about High Speed Trains in the corridor. The report is due in April. Since Bombardier is conducting the study, the outcome could well be that something like Amtrak's The American Flyer will be the conclusion. Maybe it will be called The Canadian Flyer, if so will it fly south in the winter?

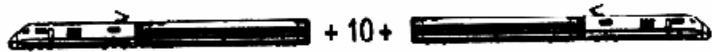
A few factors should be considered. In the Northeast corridor of the U.S.A. there is approximately now one train every 30 minutes, and the line from Washington DC to Boston will be electrified. Between Washington DC and New York there is also joint use with (electrified) commuter rail. In contrast the service in the Canadian corridor is less than one train every two hours. Also these trains are short compared to their US counterparts. So the following facts should be remembered.

1. There is not enough service to justify electrification, in other words it will be diesel operations.
2. Service has to build up to a more frequent service, which in turn means short but more frequent trains, *before electrification could be considered.*
3. Canada has not got the political will or the money to start a mega project with a rail infrastructure on a new and fully grade separated alignment. In other words speeds will be limited to about 160 km/h.
4. Confined to an existing infrastructure with a few improvements, the solution is in tilting trains. This is not a new conclusion, because the LRC of Bombardier was exactly that: Diesel - Tilting Trains - Existing Alignment. The only problem with the LRC solution was that trains were too long and as a result ran too infrequent. As a result the market did not develop. The cuts of 1990 did not help either.
5. If there is money available for passenger transportation infrastructure, it is better to first create multi-model terminals at Dorval, Pearson Airport and Union Station Toronto (with a bus terminal on the roof of the train shed for example). Bus, train and air should feed each other.

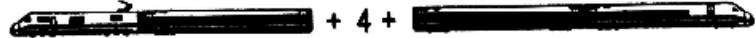
### European High Speed

Before looking at equipment options in the Corridor, it is worthwhile to look at developments in Europe.

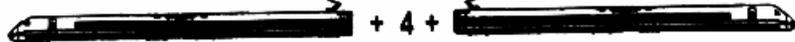
**France** is discovering that the TGV network proposed is too expensive and is now scaling back. It is developing a tilting TGV option. The tilting American Flyer, which does not use articulated train sets, will give useful input into this development.



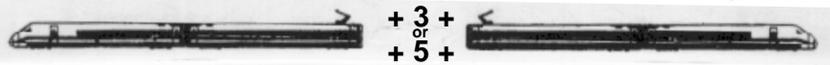
**ICE-1** introduced 1991, 60 sets in operation. Engine each end of the train and a total of 12 cars in between giving 669 seats. Max. Speed 280 km/h. Traction power 2 x 4.8 MW. Weight 782 t.



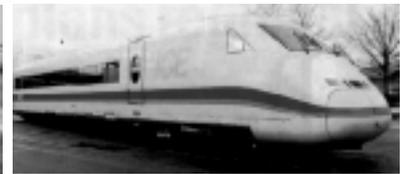
**ICE-2** introduced 1997, 44 sets ordered. Engine one end of the train and has a total of 7 cars giving 391 seats. Max. Speed 280 km/h. Traction power 1 x 4.8 MW. Weight 422 t. Can be run in pairs.



**ICE-3 (ICE 2/2)** will be introduced 1999, 54 sets ordered, of which 17 are multi-system. Engines on half the cars spread along the train and has a total of 8 cars, giving 415 seats. Max. Speed 330 km/h. Traction power 8 MW. Weight 420 t.



**ICT** will be introduced 1998, 43 sets ordered (11 as 5 car sets, 32 as 7 car sets) with an option of 40 more. Engines on all cars, except end-cars or on 1 middle-car on 7 car set, giving 260/ 372 seats. Max. Speed 230 km/h. Power 3 or 4 MW.



ICE-2. On the left showing the engine end and above showing the driving-trailer with passenger accommodation.

**Germany** started later with High Speed Trains. The aim in Germany is to make almost all trains multiple unit and have no more switching of cars. To obtain greater flexibility and to be able to match capacity with demand, shorter trains (ICE-2 and ICE-3) have been introduced. The ICE-3 multi-voltage trains will be able to cross borders and operate in Holland, Belgium or France.

The ICT train will be a tilting train, and will replace loco-hauled InterCity (IC) and InterRegional (IR) trains by the year 2005. The tilting design comes from Fiat, and is already in use on the Pendolino ETR 460. The ICT can be run in multiple of two.

**Britain** had higher speed trains. The biggest success in the UK has been the IC125, a diesel engine at each end with 7 cars between them. Virgin Rail, which operates the InterCity CrossCountry franchise, will replace the IC125 with 7 car DMU (Diesel Multiple Units).

### Streamline or Not

High Speed Trains have been streamlined to reduce air resistance. This is a factor above 160 km/h. However streamlining means that it is not possible to move from one train set to another when coupled.

The big advantage of the IC-3 is that it is possible to move from one set to another and that the sets can be quickly coupled or uncoupled. All this gives greater operating flexibility.

### Corridor Equipment Options

There are then two possible stages in the Corridor. The first stage is introduction of pre-High Speed Multiple Unit Diesel Trains and a second stage with electrification and High Speed Trains.

So the following is needed for stage 1:

1. Diesel Multiple Units with connections between sets.
2. Tilting to take advantage of increased speed wherever possible.
3. If possible existing LRC cars should also be used.
4. There should be the ability to combine with Diesel Multiple Freight Units.

It now becomes a matter of looking at the existing market availability. There are three major players in the equipment market:

1. ADtranz (formerly ABB), which produced the IC-3. A tilting version would be required and ADtranz has developed the X2000 which has tilting. The big attraction is the front end, which allows for easy coupling and decoupling as well as giving a wide passageway between cars. What is perhaps even more important, is that the driver of the train has a much better view. The RDC and other units usually give the driver a small little window only. The space behind the driver is also larger. It should be noted that Belgium ordered Bombardier trains but with ADtranz ends.

(Continued on page 6)

**What are the Options for VIA?  
Corridor Equipment Options**  
(continued from page 5)

2. Siemens Transportation Systems which produces the ICT. They are developing end-cars with cab and a gangway for coupled sets, however the German railways have not ordered these end cars yet. Siemens also has available its VT628 which was designed for the German Railways.
3. Bombardier. Bombardier has a diesel rail car design based on the 25.9 m (85 ft.) stainless steel body shell developed for the MR90 emu car supplied to STCUM's Deux Montagnes line. It comes with a Cummings or MAN engine and a choice of Voith or Twin Disc transmissions. It would be interesting to know if Bombardier could use an LRC shell with tilting for a DMU.

**The Ideal DMU for VIA**

What would be ideal, would be a three-car tilting unit, with the end cars having powered trucks and an ABB intertrain connection. The middle car could then be an existing LRC car. On the Skeena line that could be a dome car.

Railway Age in its January 1997 issue reports in its five year passenger car outlook a 0 to 20 DMU Intercity order by VIA. That would be a very limited order. The outlook clearly does not allow for any High Speed Trains, but incremental improvements. And that is probably the most we can hope for.



This is the Italian Pendolino ETR 450. On the Continent of Europe they allow passenger cars as a first car with high speed trains. Britain does not permit that. With level crossings having a freight DMU leading may not be a bad safety option.

**Remote Services**

Other than the Hudson Bay route, the remote services could be operated with DMU's. The greater the standardisation of equipment the lower the costs will be. For the E&N and Sudbury-White River services there would be a need of single or double car DMU's.

The federal government, and in particular the civil service of Transport Canada, does not care for passenger trains. Without any investment VIA will disappear.

*The opinions expressed in this article are those of the author and are not necessarily the policies of Transport 2000 Canada.*

**DMU's for Pennsylvania**

On Jan. 27, 1997--Pennsylvania Gov. Tom Ridge today signed a bill that paves the way for the acquisition of new state-of-the-art trains that will enhance service along the Keystone Corridor, the 104-mile rail route between Harrisburg and Philadelphia.

The bill authorizes Pennsylvania to enter into a labour protection contract with Amtrak and other railroad-related unionized employees. Such a contract is required in order for Pennsylvania to access \$18.7 million in available federal funds for the new trains.

State funds totalling \$4.67 million will be added to the \$18.7 million from the Federal Transit Authority. The state funds will be authorized through the capital budget.

The new trains will come in sets of two to four cars, with each set expected to cost between \$3 million and \$6 million. Called diesel multiple units (DMUs), the train sets consist of self-propelled passenger cars that can run individually or teamed together -- promising greater scheduling flexibility.

Although frequently used in foreign countries, no U.S. commuter rail systems currently operate with DMU equipment.

The DMUs will be capable of travelling up to 175 km/h (110 mph), compared with current maximum speeds of 85 to 145 km/h (55 to 90 mph) on the corridor. In addition, the DMUs will offer several customer amenities not currently available on the Keystone line, including food service, computer hookups for passengers, and new handicapped accommodations.

The trains could be in operation by late summer 1999, with interim equipment as early as spring 1998 to provide a preview of the new service.

The trains will be owned by the state and operated by Amtrak.

**Transport 2000 Canada, High Speed Train Philosophy.**

In March 1990 Transport 2000 Canada made a presentation to the Quebec-Ontario Task Force. It said:

**Need for Phased Approach**

- 6 Project should build on existing rail infrastructure (all other countries except Japan have done this).
- 6 Phased investments should complement the long-range plan but deliver benefits sooner.
- 6 Leave Montreal-Ottawa-Brockville and Montreal - Kingston lines alone (to be replaced with a new line).
- 6 Upgrade existing 150 km/h Toronto-Kingston line now to 200-250 km/h, 4 track and electrify later.
- 6 Rebuild Quebec - Montreal north shore line now for 200-250 km/h (electrify later and initially partly single track).
- 6 Build a new Montreal - Ottawa - Kingston (or vicinity) 250-300 km/h electrified high speed line. This line could be partly single tracked initially for 30-60 min headways.
- 6 Electrify Toronto-Kingston and Montreal-Quebec before high speed line opens for through service.

**Links to Other Carriers and Modes.**

- 6 Accessibility from and to regional transit systems
- 6 High Speed trains into Airports
- 6 Access to smaller cities and off-route points via bus access.
- 6 Suburban as well as central links to regional systems.
- Coordinate with Via and Amtrak for onward travel (Maritimes, SW Ontario, USA)
- 6 Bombardier Proposal covers only metro cities (Quebec, Montreal, Ottawa, Toronto)
- 6 There is no precedent for a 390 km line with no intermediate stations.
- 6 Rather than intermediate station losing all rail service, use overseas experience where high speed trains do serve small, closely spaced population centres.
- 6 HS Line should serve at least Oshawa, Cobourg, Belleville/Kingston and Trois Rivieres. Cost of serving intermediate points is marginal compared to air.
- 6 Invest in new 200 km/h passenger cars to augment VIA regional services
- 6 Coordinate highway/railway grade separation projects for 200 km/h
- 6 Coordinate with feds on airport links.



A German Double-decker Diesel Unit

## Light Weight Diesel

After the Regio Sprinter of Siemens and the Talent of Talbot (Bombardier), there are more light weight diesel units on the market.

The double-decker unit cannot be coupled to any other. The ADtranz unit is a single unit (no articulations) but can be coupled.

The application of both units is for suburban feeder lines.



The ADtranz single unit light weight diesel rail car.

## RegioSprinter for Victoria?

There is a proposal from Siemens to provide a four month experimental commuter service between Langford and Victoria using the RegioSprinter. Siemens would bring the \$ 2.5 million RegioSprinter if the region can raise the estimated \$ 400,000 that a demonstration would cost. A May start-up is hoped for. There is quite extensive parking available at Langford Station.

An N.D.Lea - City Spaces Study estimated the cost of an electric Light Rail at \$ 298 million, an estimate that the Greater Victoria Electric Railway Society says is unrealistically high.

The CN Corridor, the "Galloping Goose Trail" is also a candidate for Light Rail development. However the track on this alignment has been lifted.

The E&N route is not as beneficial for Colwood. View Royal is concerned about the noise of a commuter train. (They are not noisier than a bus!). Residents who live close to the track in Esquimalt are also opposed. The perceived problem of noise can only be put to rest with experimental running of the train.

Actually the noise of the clickety-clack of non-welded rail will be the greatest nuisance.

## Bombardier Maintains and Leases

Bombardier has won a six year contract to maintain and service GO Transit equipment (40 locomotives and 283 bilevel cars). For the last 30 years the contract was held by CN. The contract is worth \$ 97.4 million. CN, CP and Ontario Transit also bid.

Bombardier Capital has also acquired NorRail Inc. of Buffalo, Minn., a small rail car leasing business. Bombardier Capital was created to provide financing to Bombardiers aircraft customers, but it has broadened its scope to include inventories for snowmobiles, watercraft, as well as machine tools, transportation equipment and plant machinery. *Ed. Note: Tilting Diesel DMU's perhaps?*

## Diesel Light Rail in Ottawa

A recent study for the Ottawa-Carleton Region recommended Diesel Light Rail for the line:

Billings Bridge - Confederation Heights - Carleton University - Carling/Prince of Wales - Lebreton Flats.

Both at Billings Bridge and Lebreton the line could connect with the Transitway. An experimental service was recommended to be tried first.

This line would use the CP line that goes through Carleton University and then goes in tunnel under the Rideau Canal. North of Lebreton Flats the line crosses the Ottawa River and goes to Hull continuing on to Gatineau.

## Greyhound Losses

Greyhound Canada Transportation Company reported a loss of \$ 2.1 million in its overall performance in the fourth quarter which ended October 31, 1996.

The bus system lost 8.5% of its riders compared to the same period in 1995. The reason given was cheap airfares, but the bus operation still had a profit of \$ 5.3 million.

The cheap airfares offered by Greyhound Air caused a loss of \$ 8.5 million in the 4th quarter.

## CP Tactics

CP created in October 1996 the St. Lawrence and Hudson Railway as a separate entity from CP Rail.

CP said in December 1996 that it wants to reopen labour contracts in its eastern division, the St. Lawrence and Hudson Railway. The unions do not want a separate agreement with St.L&HR.

This was followed in late January 1997, that CP wants to sell most of its remaining track in Quebec. In particular from Quebec via Trois Riviere to Montreal and then via Lachute (this portion is already closed but included) to Hull and Ottawa. However it says if the unions agree to major changes in money saving work practices by March, it would call off the sale.

## House of Commons

### Road Committee (see also p.8)

The House of Commons Transport Committee produced a report entitled: "The Renewal of the National Highway System". The report rehashes a lot of what was in the 1987 recommendations of the (Road and) Transportation Association of Canada (TAC). The Transport Committee was supposed to study Transportation, Trade and Tourism. So it starts:

*The highway system bears the greatest weight in terms of numbers of tourists. Canadians made 76.4 million overnight trips in 1994, 93% of them by road, 6% by air. Americans made 13 million overnight trips to Canada, 72% by road, 21% by air. So American and Canadian tourism is largely what we call a rubber tire market whose success depends on adequate access by road.*

Then later it says:

*Minimum national and uniform standards for the design, operation and maintenance of this system were developed. Relative to these standards 38% of the NHS was found to be deficient and 790 of the 3,354 bridges were in need of major strengthening or rehabilitation within the next five years.*

The report also mentions of having a continuous four-lane divided highway across Canada. Then it discusses financing implying that \$ 1 billion is needed per year or the equivalent of 2 cents gas tax, but there are no conclusions: *Essentially there are three basic ways to finance highways - government pays using revenues from taxation, the user pays through road taxes, fees and tolls, or a combination of both.*

The report concludes:

*Numerous issues have been raised in this paper which require further consideration. The intention is to hold a roundtable discussion with a number of stakeholders in Ottawa to canvas all of them and in particular have a thorough examination of the role that public/private partnerships can undertake in funding highway infrastructure. Making a submission was a waste of time and effort.*

# AMTRAK WOULD COLLAPSE UNDER CLINTON BUDGET

"When it comes to Amtrak, the nation's intercity rail passenger network, the Clinton Administration is all talk and no action," said Ross B. Capon, Executive Director of the National Association of Railroad Passengers. NARP is a non-profit, non-partisan organization dedicated to educating the public about the benefits of rail travel. It was founded in 1967.

"Administration officials often say Amtrak's operating grants should end by 2002. But President Clinton's 1998 budget lacks the most crucial tool Amtrak must have to attain operational self-sufficiency -- a dedicated source of capital funding."

"Congress now must set things right. Recognizing the high costs Amtrak's demise would impose on the nation in terms of more spending on transportation alternatives, Congress must create dedicated capital funding for Amtrak (such as from one half-cent of the existing federal gasoline tax), provide enough resources for Amtrak to survive fiscal 1998, enact legislative reforms aimed at Amtrak efficiency and allow states to invest some of their federal transportation funds on intercity passenger rail as part of ISTEA renewal. For passenger rail to survive, Congress must provide the leadership that the Administration has not."

President Clinton's Fiscal 1998 budget includes \$767 million for Amtrak and \$75 million (9% below current funding. Amtrak asked for \$ 750 million in capital, (equivalent to half a cent gas tax), \$ 245 million for operations and \$ 142 million for mandatory payments. The President's budget fails in two important respects:

## Swiss DD Intercity

The picture below shows the new double-deck intercity for the Swiss Railways. Notice the spacious cab for the driver, compared to the double-deck commuter cars produced by Bombardier in Canada shown below it..



## Capital Investment:

Whereas the half cent would provide \$750 million, the Administration request is for \$423 million -- \$200 million each for the Northeast Corridor and the nationwide system, plus \$23 million for continuing the New York City station project.

The \$200 million proposed for the Northeast Corridor is far below what is needed to start high-speed service on schedule in 1999. The failure to do that would have nationwide implications. Federal Railroad Administrator Jolene Molitoris said at the National Press Club January 22 that the planned Northeast high-speed service "is the economic engine" that will make a profit and help save Amtrak. At the Clinton level, however, electrification to Boston would not be complete and the "economic engine" would not exist.

More generally, a stingy capital budget lets Amtrak do very little to improve its economic performance, since so much is needed to comply with the Americans with Disabilities Act, Food and Drug Administration regulations, and environmental mandates and paying principal on the loans used to acquire much of the new rolling stock Amtrak now operates.

## Operations:

Amtrak's operating loss for October-December was 13% below (better than) the two-years' earlier quarter, thanks to retiring older equipment, a corporate restructuring that reduced the payroll by 2,000 people, aggressive fares increases (sometimes too aggressive), and increased funding from states.

However, because Amtrak's system already is so skeletal, the Administration's proposed \$202 million -- a 9% reduction -- leaves Amtrak two choices, both likely fatal:

1) Lop off even more of the system, so that in fiscal 1997 and 1998 together, all service will have ended to Texas, Arkansas, Louisiana, Mississippi, Alabama, Tennessee, Kentucky and Wyoming. This would strand thousands of passengers -- and cause a political backlash that would doom any consensus for federal funding for the remaining system -- even the corridors and high-speed programs so valued by the Administration.

2) Run the system intact until all funding runs out, provoking a crisis.

Neither option serves the public interest. NARP urges President Clinton to work with the Congress toward a reasonable solution that preserves all existing routes.

## Channel Tunnel Update

The Channel Tunnel is almost back to normal, after a fire closed the tunnel on November 18, 1996. The fire was caused by a refrigerator unit on a truck. The truck was being transported in a special loader which is open on the sides. It caused a bunsen burner effect, causing the fire to spread to other trucks and melting railcar wheels to the tracks. The heat and smoke caused cross arcing of electricity which then cut off and stopped the train.

Truck drivers were able to escape into the service tunnel (there are two railway and one service tunnel).

Freight service was restored on November 21, 1996. The Eurostar passenger service was restored on December 4, 1996 and "The Shuttle" (for cars) was restored on December 10, 1996.

The truck movement meanwhile uses the ferries. It is expected that a way will have to be found to enclose the special loaders with light weight curtains. The operator resisted having enclosed loaders because of the increased cost of loaders.

**What was most important is that the safety procedures worked and there was no loss of life.** However the fire has been a setback financially for Eurotunnel.

[Sources: European Railway News, Modern Railways].

## From The House of Commons Road Committee

The following was found in the Interim report of the House of Commons Transport Committee. It is the only reference other than roads:

Another key issue which requires further examination is the relationship between commercialization of government operations and services and competition with the private sector. An example of this is the intention of VIA Rail to increase capacity on the Vancouver-Jasper section of its transcontinental route during the peak tourist season in competition with the successful tourist-oriented Rocky Mountaineer service which acquired the rights to that service from VIA in 1989. The question that the Committee must address is whether and how the private sector can be protected from government re-entering a market to compete with the private sector after divesting itself of the service or infrastructure.

*(Editor's note: Excuse me gentlemen, VIA and CN were there first. VIA introduced Rocky Mountaineer to increase capacity for daytime travel only. Why VIA should be denied to make money by operating daily, so that the Transport Committee and Rocky Mountaineer can bleat about their deficits is very hard to follow or justify.*

*The report shows the power of both the roadway lobby and Rocky Mountaineer lobby.)*

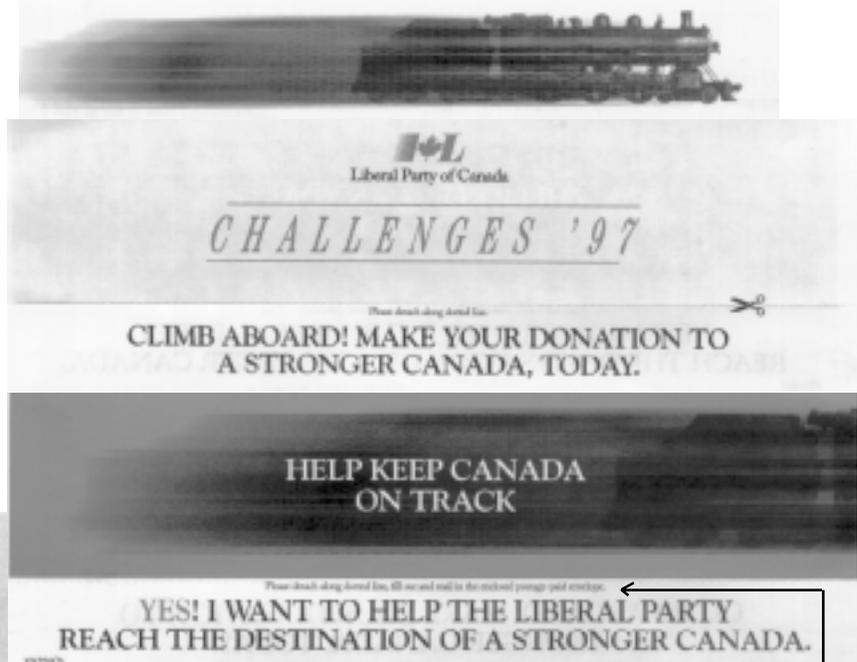
Have You Recruited a new member lately?

## Are The Liberals Going to Help Transport 2000 Reach its Objectives?

Well imagine our surprise, when we received a long letter from Don Hays, Liberal Party President, using a railway theme to describe why one should support the liberals and asking for money.

Some of the illustrations are shown. Below it is implied that there will be a track from coast to coast. Then on a separate card, it shows a steam engine. If memory serves me correctly Canadian railways have been using diesels since about 1960. It is of course part of the challenge of Transport 2000 Canada to advocate the need for a **modern** railway that includes passenger trains (so we can get aboard) and in fact has tracks on which it can operate.

As an advocacy group Transport 2000 Canada and all its branches welcomes the acceptance of the Liberal Party that



In case you cannot read the small print, it says: Please detach along the dotted line, fill out and mail in the enclosed postage paid envelope.  
**Question: Are we detaching the track or the contribution?**

railway tracks are essential for the future of Canada. We welcome the idea that it should be possible to climb on board a passenger train, particularly say in Calgary, where Senator Hays comes from. We welcome that the Liberal Party thinks that there will be a stronger Canada if you can reach your destination. And we read inside the pamphlet that it would promote National Harmony if these challenges are met.

The record of the Liberal Government has been average or bad. Average in that VIA services were not cut any further. But bad from the point of view how easy it is to rip up track, no investment in VIA and no restoration of The Canadian on the southern line.

If the liberal party can with its new PR theme change the direction of the liberal government then who knows Transport 2000 Canada may reach its objectives. Can we trust this new message and are we going to see real change?

The Liberal Image makers do see that the railways are an important part of Canada and Canadian Unity. Unfortunately the politicians are not getting the meaning of their own messages. It is the country (and the image of the politicians) that suffers as a consequence.

*/ NB. As an advocacy group Transport 2000 Canada does not support any party but does comment on their policies and performance.]*

J.J.Bakker

## Transit Issues in Vancouver Region, Service Reductions, Fares and Control.

The bus system in Vancouver has become unreliable because 4% of scheduled runs were cancelled because of mechanical reasons. There was a tragic accident when a rear tire on a bus came loose and killed one person. All buses were then checked which meant delay to other maintenance chores. During the snow storms many mechanics had to go out on the road rather than work in the shops. The backlog on maintenance became such that for weeks in January there were not enough buses to meet the bus requirement.

Total buses owned:	971
Peak hour requirement:	808 (84%)
Buses Available	765 ((79%)

There has been very little equipment replacement in the last 10 years.

### Fares up by 5 percent

There are now proposals to buy more buses by raiding the fare stabilisation fund (now at \$ 32 million), and to raise fares by 5%. That would increase a single zone transit fare to \$ 1.60. The fare hike would raise \$ 6 million per year. The last fare increase was in 1993. The fare increase would be matched with improved service.

### Who Should Control Transit?

The Greater Vancouver Regional District wants to wrest control of transit from the provincial government. The region already controls service levels and fares, but does not control the big capital items. It is however not only a problem of cost control but also one of revenues.

At present the provincial government spends about \$ 244 million on transit per year or 48%. The other revenue sources are fares (29%), a gas tax (14%) and a transit tax on Hydro bills (3%). Property taxes on non-residential property contribute 6%.

### Large Future Capital Costs

Major cost items for the near future are a proposed LRT line (the estimated costs could be reduced by a different design philosophy or stop making it a Light Metro) and the replacement of the Lions Bridge.

The Provincial Highway Minister appears to favour a bridge. As we have said before if the proposal does not include exclusive transit lanes suitable for LRT, the government will be wasting money.

## High Level Streetcar

During the Fringe Festival in 1995 the Edmonton Radial Railway Society (ERRS) operated a 1921-built Japanese streetcar from 104 Street to the south end of the High Level Bridge. In 1995 the streetcar towed a diesel generator. But in 1996 volunteers of the ERRS erected poles and overhead wire and operated for 3 days during the Thanksgiving weekend.

In the spring of 1997 the ERRS hopes to complete electrification over the High Level Bridge as far as Grandin Station. There will then be a two-year trial operation with the heritage car being operated by motorman volunteers of the ERRS.

The City Transportation Department may assist with the track restoration on the bridge. Edmonton Power does not appear to be interested in helping.

The ERRS hopes that there will be a light rail service to the airport from Grandin Station. The ERRS will gladly yield control of the line. The streetcar can coexist with an airport service. Something similar is done in Portland, San Jose and Sacramento.

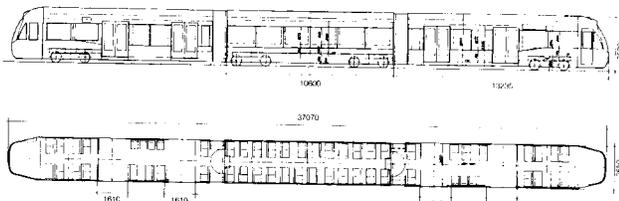
## Less Trolleybuses in Edmonton

It appears that the trolley bus system is going to be used even less than it is at present. Route 41 and route 7 are being combined. Route 42 is expected to be eliminated. Route 9 (Southgate - Northgate) is put back to serve NAIT, but because it continues to Northgate it will probably be operated with diesels.

Edmonton Power has replaced many poles all over the system, including some in the vicinity of Southgate. There is new running wire on 118 Avenue. there are several new switches and Westwood garage was re-done.



This dual-voltage Light Rail Vehicle was made by Bombardier for Saarbrücken. These vehicles will operate in city streets and on the German Railway Lines to the suburbs.



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The terminal of route 5 was moved from east of the Coliseum to the Coliseum Transit Centre, in order to avoid traffic problems with Capilano freeway. In the past Edmonton Transit spent a fortune on special work to create this terminal east of the Coliseum. For the same money they could have gone half way to Abbotsfield and there would have been no conflict with Capilano freeway traffic.

There is still no **will** to operate trolley buses and any excuse is used to substitute diesels for trolleys. Meanwhile 40 trolleys in good condition remain in storage.

One reason for not using trolleys, is that there are no low floor trolleybuses. Is there an opportunity to use the BBC electrics in a new low floor body shell?

In the past both Vancouver and Edmonton extended the life of electrical components, by placing them into new Flyer bus bodies. It could be cheaper than new buses.

## CP and CN Had Profits

CP had a profit of \$ 829 million in 1996 compared to a loss of \$ 824 million in 1995. CP Rail had a profit of \$ 405 million, compared to a loss of \$ 592 million in 1995. The improved financial performance was due to an improved economy, strong grain movement and increased movements to the USA. In addition there were huge job (1,700 jobs) cuts at CP Rail. Although its Eastern Operations St.L&HR was profitable, CP wants to keep cutting costs and reduce track.

Pan Canadian Petroleum had a profit of \$ 475 million (up 38%). Fording Coal had a profit of \$ 24 million due to higher coal prices and increased production.

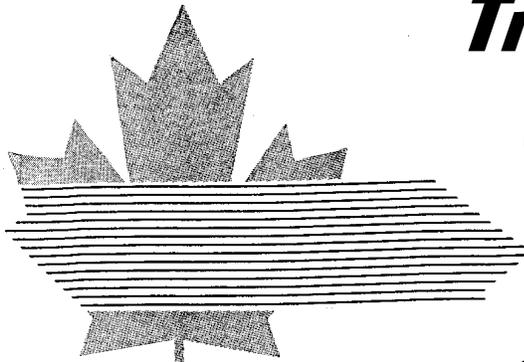
Canadian Pacific Hotels increased its profits by 20% to \$ 116 million.

CN reported a profit of \$ 505 million from continuing operations, but it was reduced by \$ 365 million provision for job cuts (more than 14,000 jobs were slashed from 36,000 in 1992).

CN operates 27,200 route km of track in Canada and 1,520 route km of track in the USA. It serves all major ports in Canada: Halifax, Montreal, Prince Rupert and Vancouver.

The full share prices were \$ 27 when issued in 1995 (in fact the \$ 27 had to be paid in two instalments) and are now trading at \$ 53.

The performance of both CP and CN will very much depend on the North American economy and in particular the value of the Canadian dollar. A rise in the dollar would reduce exports.



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# Transport 2000 West Canada Newsletter

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for  
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## Editorial by J. J. Bakker

Transport 2000 Canada does not support any party in an election. As an advocacy group we highlight the issues, so that members can ask informed questions during the campaign. Members themselves however should decide which party they like to support.

During the last election Transportation was not an issue. Yet there was a lot of activity in Transport Canada. With Mr. Doug Young as minister and Mr. Mulder as deputy minister ( Mr. Mulder was involved with the Pepin Passenger Rail Cuts ) there has been a downsizing of Transport Canada by 50%.

Transport Canada has got rid of airports, it has abandoned responsibility for port policing (a high crime area), it is closing or automating lighthouses, it allows railways to abandon track with only 3 months notice, etc. etc. Compared to many other departments there were a lot of changes, none of which were in the red book or raised during the election.

Transportation is not an issue in this election either. However readers better realize that the government and the opposition parties have failed in the following:

1. **Establish a VIA Rail Act**, defining the purpose and tasks of VIA Rail
2. **Address balance sheets for each mode** of transport. What are the taxes that each mode has to pay, what are the true costs and what are the taxes or user charges collected. The true subsidies of each mode should be determined, before decisions are made.
3. **Allow VIA to carry express goods**, trailers, parcels and mail.

4. **Put VIA Subsidies on a rational basis.** VIA is charged track user charges by the operating railways. These charges are not controlled but can be dictated by the railways (rather than mandating avoidable costs). *VIA* also has to pay fuel taxes to federal and provincial governments, which then seem to be allocated (implied) to roadways.
5. **Mandate that freights railways cannot charge more than avoidable costs *VIA*.**
6. **Eliminate property taxes for railways.** In other words put all forms of transport on the same basis of taxation for right-of-way and infrastructure. Shops and yards however could be taxed.

There is evidence that approaches by individuals or organizations like Transport 2000 Canada, which may favour passenger transportation are not read, approached with prejudice, considered as preconceived viewpoints and dismissed. It should be possible that constructive proposals are at least read and perhaps analysed. After all Transport 2000 Canada tries to have a better Canada **and does not reap any profits.**

After Mulroney made the *VIA* cuts, the Conservatives were decimated. John Major in Britain has greatly interfered in British Rail with privatisation. Britain has now many repainted trains, but poor service and neglected infrastructure. John Major was decimated in the UK elections on May 1, 1997.

Our Minister of Transport says *VIA* funding cannot be sustained. We see this as a preparation to eliminate *VIA* altogether after the June 2, 1997 election. So what can we expect will happen to the government in the next election? Do politicians actually learn?

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# VIA Rail Before and During the Liberal Government

## Mulroney Cuts and Reactions

The Mulroney/Bouchard cuts became effective January 15, 1990. The 50% cut was to save money on empty trains, the PC Government said at the time. In fact the PC Government stripped VIA of many well used services (60 to 70% occupancy), but left empty trains (like the one to Benoit Bouchard's riding) in place. The PC Government then tried to give away services like The Canadian and Rocky Mountaineer to political friends. Blyth failed to produce other than press releases. There were no requests for competitive bids.

These cuts were universally condemned. The Liberals then in opposition had a travelling task force (Fall 1989), which had recommendations conveniently forgotten when they came to power.

## Transport Committee Worked

What was interesting is that the House of Commons Transport Committee showed some independence. The Committees recommendations were quite modest, namely:

1. That the Government declare a moratorium on its announced service cuts to VIA Rail that are to become effective 15 January 1990.
2. That the Government, amend, by Order-in-Council, the terms of reference of the Royal Commission on a National Passenger Transportation System and charge it to examine rail passenger services and make an Interim Report as soon as possible.
2. That the Government direct the Royal Commission in undertaking its Interim Report on rail passenger service to give particular attention to the following issues:

- \*A Legislative Mandate;
- \*Future Equipment Requirements;
- \*Improved Productivity;
- \*Overall Environmental Impacts;
- \*High Speed Rail in the Corridor;
- \*Alternatives for the Remote Services and their Financing; and
- \*Privatization Options.'

The minister of Transport rejected the report immediately after it was issued. After all why should a minister listen to the views of elected MP's from all parties who had held hearings?

## Royal Commission

*The Royal Commission in fact never addressed the issues raised by the Transport Committee in either its interim or final report.*

The Royal Commission held hearings and promptly ignored what had been said. The director had her own agenda. It was that every link had to pay its way or should be eliminated, public transport should be by plane and car. Otherwise use the bus. Funding for VIA was to be phased out. The Liberals, while criticizing the report, in fact implemented these proposals.

## Mulroney Cuts and Unity

The VIA cuts greatly contributed to the disgust with the PC Government which manifested itself in the rejection of the Charlottetown accord and at election time in a caucus of two for the PC's. The West voted for a regional party. The Mulroney/Bouchard cuts had a lot to do with the alienation that occurred both in the west and the east. The Charlottetown referendum defeat had a lot to do with that alienation. The election of 1993 clearly showed that areas affected by the cuts voted for regional protest parties rather than a national party.

As it happened the Chrétien government continued the policies of Mulroney (as they did in Free Trade, GST and other programs). The alienation is still there and nobody

dares to touch the unity issue in the west.. So while the accounting line item on transportation may look better, a consequence may be that we do not have a country.

## Budget Cuts by Liberals

In spite of what might have been expected after the last election, the Liberals continued to cut the VIA Budget with a vengeance and continues to do so. However in fairness, some of the cuts were necessary in order to force VIA to shed their excessive headquarters staff. This VIA has done as shown in the table.

## Total number of VIA employees

Year	Employees
1985	4,178
1986	5,370
1987	5,726
1988	6,873
1989	6,594
1990*	4,663
1991	4,402
1992	4,478
1993	4,131
1994	3,718
1995	3,178
1996	2,892
1997#	2,830
1998#	2,829
1999#	2,827
2000#	2,826

\* 50% cut in services  
# Five year plan

VIA has made an honest effort to reduce costs and to build up a constituency of users. The government seems to think that VIA can succeed without any government expenditures. But the approach about VIA has been purely from an accounting point of view, without looking at the basics.

## Anderson: more revenue, but denies opportunities

In his statements Transport Minister Mr. David Anderson has been quite contradictory. On the one hand he says that VIA must get more passengers and hence get more revenue. On the other hand he denies VIA the chance to operate six times a week between Jasper and Vancouver to maximize the use of equipment and revenue. Essentially Mr. Anderson and the Transport Committee of the House of Commons were too much under the control of the private Rocky Mountaineer.

## The Basics of VIA

Amtrak was established to relieve the freight railways of operating passenger trains. In return the freight railways only charge Amtrak avoidable costs.

When VIA was organized it was to relieve the freight railways (CP and CN) of the obligation to run passenger trains, but the government philosophy was to get rid of passenger train services not to make

it viable. In the beginning of Mulroney's government a Task Force was formed lead by Dr. Hugh Horner. This Task Force recommended that the operating railways could not charge VIA more than avoidable costs, just like Amtrak.

But since the Government in Canada is a subsidiary of the railways, nothing came of any of the Task Force's recommendations. In fact the entire report was suppressed and never released. This newsletter released the report in instalments during 1989.

## Railways Charge More

### Extra Capacity

### Edmonton - Vancouver

VIA is adding capacity to *The Canadian* between Edmonton and Vancouver during the peak summer months (coach, diner, 4 sleepers). It will be a 27 car train with 2 diners and 3 Skyliners. In order to get sleepers, some of the sleepers on the *Ocean* will be turned around at Moncton NB.

This will be more expensive than operating six times per week Jasper-Vancouver.

## TRANSPORT 2000 CANADA. Alberta Branch.

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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.

# VIA Rail Before and During the Liberal Government (Continued)

## for Track Use

Deregulation meant that the railways could charge VIA whatever the market could sustain. CP more than doubled the charges on the E&N for example. VIA has no power to change that. CN was more reasonable with its charges, perhaps partly because for a while VIA and CN had the same Chief Executive Officer.

**However now that CN has been privatized, CN is starting to raise its charges to VIA. VIA has no negotiating power since it has no mandate and CN is dealing with a captive customer. So while under deregulation in the USA, the railways are restricted to avoidable costs, in Canada under deregulation the railways can charge what they like and do.**

So the costs remain too high. Rail access charges, provincial fuel taxes and indirectly property taxes; all contribute to high costs. VIA is trying to reduce manpower requirements and operating costs. VIA is obliged to operate several remote services, however the associated costs have not been separately stated in their annual reports.

## Vancouver Island Service doomed?

Mr. David Anderson, Transport Minister, says that the subsidy for the VIA service on the island is not sustainable. He does not explain why CP's charges to VIA are sustainable? Another suggestion would be to look at railway passenger policies for a change and solve the basics.

### Vancouver Island Performance.

Year	1989	1995	1996
Passengers (000)	45	41	43
Pass.km (000)	7,264	6,072	6,654
Revenue (000)	\$ 604	\$ 568	\$ 623
Avoid.Cost (000)	\$ 1,440	\$ 2,294	\$ 2,209
Revenue/Cost	0.42	0.25	0.28

The more than doubling in costs for the use of track by the CP in 1990 halved the revenue/cost ratio. The Victoria-Courtenay service is a candidate for RegioSprinter services with additional commuter runs from Nanaimo to Victoria. It needs better utilization of equipment, greater frequency and one-man train operation to survive. The RegioSprinter would however require more luggage storage space and toilets.

**Join or Renew your Membership in Transport 2000 Canada. We rely on members for our support. All work (such as editing this newsletter) is done by volunteers.**

## How Did VIA Perform?

1989 is the year before the Mulroney cuts, 1993 was the year of the previous election and 1995 and 1996 are typical of this governments period in office.

Year	1989	1993	1995	1996
<b>System Summary</b>				
Train.km (x10 <sup>3</sup> )	19,488	10,302	9,745	10,326
Passengers (x10 <sup>3</sup> )	6,375	3,487	3,524	3,835
Pass.km (x10 <sup>6</sup> )	2,428	1,299	1,364	1,454
Seat.km (x10 <sup>6</sup> )	4,017	2,196	2,238	2,234
Revenue (x10 <sup>6</sup> )	\$ 227	\$ 152	\$ 163	\$ 178
Avoid.Costs (x10 <sup>6</sup> )	\$ 433	\$ 257	\$ 239	\$ 243
Revenue/Cost	0.52	0.59	0.70	0.73

*The Mulroney cuts were 50%. Since 1993 VIA has been able to improve its financial performance.*

### VIA West Summary

Train.km (x10 <sup>3</sup> )	5,546	1,390	1,347	1,389
Passengers (x10 <sup>3</sup> )	864	152	158	156
Pass.km (x10 <sup>6</sup> )	844	227	246	260
Seat.km (x10 <sup>6</sup> )	1061	289	319	356
Revenue (x10 <sup>6</sup> )	\$ 68	\$ 27	\$ 34	\$ 37
Avoid.Costs (x10 <sup>6</sup> )	\$ 143	\$ 45	\$ 44	\$ 48
Revenue/Cost	0.47	0.59	0.78	0.77

*Note: The drastic reduction in service after 1989 was 75%, and an increase in service of 2% (Jasper - Vancouver) was prohibited by the government in 1997!*

### VIA East Summary

Train.km (x10 <sup>3</sup> )	3,203	1,128	922	949
Passengers (x10 <sup>3</sup> )	822	255	273	312
Pass.km (x10 <sup>6</sup> )	368	182	209	242
Seat.km (x10 <sup>6</sup> )	639	273	287	321
Revenue (x10 <sup>6</sup> )	\$ 34	\$ 17	\$ 18	\$ 19
Avoid.Costs (x10 <sup>6</sup> )	\$ 66	\$ 37	\$ 32	\$ 33
Revenue/Cost	0.52	0.45	0.55	0.57

*Note: The drastic reduction in service after 1989 was 75% (this includes Atlantic feeders, 49% without feeders). The Atlantic was eliminated in 1995.*

### Corridor Summary

Train.km (x10 <sup>3</sup> )	8,250	6,157	5,919	6,299
Passengers (x10 <sup>3</sup> )	4,362	2,935	2,949	2,967
Pass.km (x10 <sup>6</sup> )	1,121	845	862	863
Seat.km (x10 <sup>6</sup> )	2,054	1,448	1,455	1,521
Revenue (x10 <sup>6</sup> )	\$ 116	\$ 104	\$ 107	\$ 108
Avoid.Costs (x10 <sup>6</sup> )	\$ 183	\$ 144	\$ 131	\$ 128
Revenue/Cost	0.64	0.72	0.81	0.84

Individual route R/C ratios are: Tor-Lon 0.59; Mtr-Ott 0.58; Tor-Wind 0.82; Mtr-Tor 0.95; Mtr-Queb 0.60; Tor-Niag 0.53; Ott-Tor 1.03; Tor-Sarn 0.71

### Remote Summary

Train.km (x10 <sup>3</sup> )	2,489	1,627	1,557	1,568
Passengers (x10 <sup>3</sup> )	328	145	144	145
Pass.km (x10 <sup>6</sup> )	96	46	47	49
Seat.km (x10 <sup>6</sup> )	263	187	177	173
Revenue (x10 <sup>6</sup> )	\$ 9	\$ 5	\$ 5	\$ 5
Avoid.Costs (x10 <sup>6</sup> )	\$ 42	\$ 31	\$ 28	\$ 28
Revenue/Cost	0.22	0.15	0.18	0.18

The remote services still perform badly. The only solution is to call for contracts and see whether anybody else can provide a lower cost alternative.

## No VIA Cuts Yet, BUT..

So far VIA has been able to avoid service cuts. VIA cut costs by 25% over the last 5 years. It has now almost reached the limit of cost cutting. The last move is going to be to place the engineer and conductor in the engine.

VIA expects to start breaking even on the corridor and make a profit in the west. VIA wants to increase and improve service so as to increase the number of passengers.

At one time VIA was told that it could adjust service without regulatory approval. However when VIA wanted to increase service, either treasury or the minister has intervened. In other words VIA is only permitted to reduce service!

VIA faces however some major problems in implementing a market approach. The Government refuses to level the playing field with other transportation (limit track use charges to avoidable cost, reduce taxes on railways etc.). The Government should also separate out from the books all remote services. Also there has been no investment in equipment.

VIA is trying to balance its books by reducing or eliminating depreciation charges. This means no investment in equipment.

Transport 2000 Canada does not believe in unlimited subsidies. But we do believe that VIA should be allowed to carry revenue earning goods such as parcels, mail, express goods, and cars (Car-Go-Rail).

**VIA talks about a market driven and flexible railway. To accomplish that VIA should be given the tools and the opportunities to do the job.**

JJB

## Sewage system for trains?

The federal government is being urged to install fully-contained sewage systems on passenger trains. Railway employees say it's time to end the disgusting practice of flushing human waste from trains onto the tracks. They describe Via Rail and Rocky Mountaineer trains as glorified outhouses.

Officials with the Canadian Auto Workers say Amtrak trains in the United States are equipped with sewage systems. They say dumping sewage on tracks presents a health danger to rail maintenance crews. CAW has no recommendations as to who should pay.

The LRC equipment in the corridor does have holding tanks. VIA missed the opportunity with the HEP 1 and 2 program to install holding tanks.

## Tourism vs. Transportation

The refusal to allow VIA to operate additional trains between Jasper and Vancouver shows up the basic problem facing VIA and other providers of passenger transportation.

Is VIA a provider of public transport for passengers or is it an agency that promotes tourism. At the moment VIA is a provider of passenger transportation in the corridor and to / from the Atlantic provinces. Somehow VIA thinks that in the West it is a promoter of tourism.

There is of course nothing wrong that when providing passenger transportation to make space available to tourists. In fact anybody who wants to travel is welcome.

Passenger transportation distinguishes itself by being provided regularly (daily, 6 or 3 times per week) year round. The trick is to find the promising markets.

Because VIA made as its argument for extra trains between Jasper and Vancouver, better service to tourists, it opened itself up to an attack by Rocky Mountaineer that it infringed on its market. Rocky Mountaineer does not provide any public transportation services and operates only during the tourist season, as of this year three times per year.

If VIA had proposed additional services starting in Edmonton, Rocky Mountaineer would have a more difficult argument. It is not possible to reach Jasper by plane and Rocky Mountaineer does not serve Edmonton. A more regular service

between Edmonton and Jasper would greatly improve the passenger transportation market, as well as between Jasper and Vancouver.

Last year's change of schedule on the Skeena in order to get rid of a sleeping car, made sense between Prince George and Prince Rupert. Boats from Skagway arrive early in the morning and leave in the morning. However the daytime trip between Prince George and Jasper does not connect with the transcontinental trains. Forcing passengers to stay overnight in

Suggested Skeena Schedule		
Daily		Daily
17:00	Edmonton	13:25
22:25	Jasper	08:00
SuWeFr		MoThSa
23:00	Jasper	07:00
05:15	Pr. George	22:40
MoThSa		SuWeFr
7:45	Pr. George	20:10
20:00	Pr. Rupert	08:00
MoThSa		SuWeFri
Days of operation are fixed by the BC Rail Pr. George-N. Vancouver Service.		

Prince George and Jasper is not exactly providing good passenger transportation. If the Skeena were to start and finish in Edmonton and have a sleeper between Edmonton and Prince George (or even without it, if daynighters were used) it could provide better transportation. Air travel from the east could do with

connecting trains to Jasper in the late afternoon. So could skiers in the winter. Going east an early departure from Jasper to Edmonton would also be useful. It would provide better equipment utilization and have a much better chance of generating revenue.

The Skeena performed much better when it went to and from Edmonton. Extra service on The Canadian should also be between Edmonton and Vancouver. VIA should get back to its roots and provide transportation service that also serves intermediate communities.

## Rocky Mountaineer Railtours (RMR)

### Propaganda and Facts

Rocky Mountaineer Railtours (RMR) claimed before the Transport Committee that VIA operated this train at a loss. VIA says it made \$ 1 million. For VIA it was a good use of surplus equipment. The difference is due to the fact that VIA uses incremental costs, RMR uses fully allocated costs.

RMR had to set up a bureaucracy to run this train which increased costs when they took over the operation.

VIA would make a 130% cost recovery on adding Jasper-Vancouver service. VIA would have used equipment that was laying over in Vancouver. VIA would also have been able to make more through trips available from east of Jasper. RMR refuses to acknowledge that VIA would make money on this extra service and that would be beneficial to taxpayers.

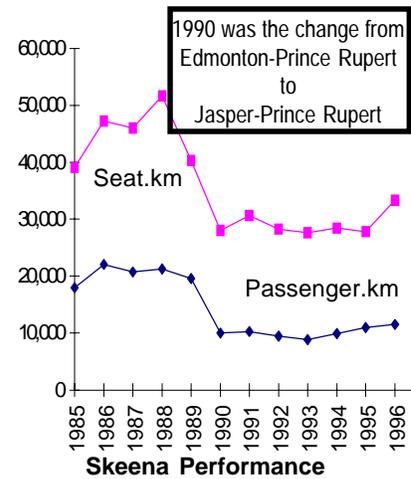
VIA has to turn passengers away.

Unfortunately VIA's computer system does not keep track of passengers that could not be accommodated.

RMR also refuses to recognize that the tour industry does not see VIA and RMR as interchangeable products.

RMR has good media relations. The articles in The Globe and Vancouver Sun gave the straight goods as given by RMR. RMR also lobbies well. VIA, which has no mandate or status as a Crown Corporation, cannot and does not lobby. Our organization is prohibited from lobbying, we can only inform. We cannot however wine and dine MP's or partake in fund raising for political parties.

In the Globe and Vancouver Sun articles the impression was given that VIA wanted to start operating trains through Banff. VIA only asked to improve frequency on an existing run.



Skeena Performance

The graph shown above shows the impact of going from Edmonton to Jasper as terminus.

The change to daytime operation only increased revenue by 10% and reduced costs by 8% (would be 11% for a full year). The increase in passengers was 18%. The Revenue/Cost ratio went from 19% to 23%.

## Union says crash was preventable

The union representing rail employees says a deadly rail crash in British Columbia could have been prevented. It claims cost-cutting has reduced the number of inspection patrols on the line near the Fraser Canyon.

A spokesman for CN Rail says there was an inspection 17 hours before the March 26 crash. The union says a patrol should have checked the track 20 minutes before the train went through the site. CN relies on the breaking of the track to trigger stopping of trains. In this accident the track remained intact but all the soil underneath it was washed out. An engineer and conductor, both from Kamloops were killed.

## BC Rail Tourism only

The B.C. Government (NDP) has withdrawn passenger rail subsidies from BC Rail. BC Rail is now planning to sell the Rail Diesel Cars it uses between North Vancouver and Prince George in 1998.

The plan is to run tourist trains in the tourist season only.

It would mean that the coordination of schedules with VIA at Prince George would come to an end. Also the Cariboo country would lose its passenger rail transportation services. Particularly between Lillooet and North Vancouver rail was very attractive compared to car or bus. The Whistler resort area was also served with the Rail Diesel Cars.

BC Rail denies that passenger train withdrawal is being planned. BC Rail's prices have increased. Vancouver-Prince George return is now \$370 plus taxes. It is looking like demarketing has started.

# Transport Policies of the Liberal Government and other Parties.

## Beyond the Red Book (p.46) Actions the Liberal Government has taken to improve Canada's Transportation system.

The original Redbook said nothing about Transportation. Our specific questionnaires were answered with vague generalities, which was better than Reform which refused to answer any questions from public interest groups.

Well Red Book II lists on page 46 what was done beyond Red Book I. This is the list:"

9 Introduced a new domestic air transportation policy, including the National Airports Policy, providing greater efficiency and affordability.

9 Modernized Canada's international air policy, including the "Open Skies" agreement with the U.S. that has resulted in better service and lower fares for Canadian travellers, and more destinations for Canadian carriers.

9 Proceeded with the Commercialization of Canada's Air Navigation system, saving taxpayers millions.

9 Fostered competition and consumer choice by granting flying rights to Greyhound Air.

9 Announced a new marine policy, to streamline Canada's ports and marine transportation system.

9 Completed the commercialization of Canadian National, with the sale of 100% of the government's equity. Gross proceeds from the sale of 83 million shares of CN totalled \$ 2.16 billion, the largest public offering of shares in Canadian history.

9 Reduced government transportation subsidies to business, transportation and agriculture (Western Grain Transportation Act, Atlantic Region Freight Assistance and Maritime Region Freight Assistance)."

## The Bureaucracy

The Liberal Government set about reducing the bureaucracy by 50%. They did this by the simple method of downloading responsibilities and assuming that Transport Canada has no responsibilities in Transportation.

## Airlines and Airports

Downloading is the operative word here. The ticket tax that used to support airports, is now supporting Canada's Air Navigation system. This is an allocated tax, yet Mr. Martin says allocated taxes in the case of gasoline are not possible. It are the municipalities that are hit hardest and are not always able to carry the load.

The Government has had to make financial concessions to Edmonton, Calgary, Vancouver and above all Toronto regarding leasing fees.

Many smaller airports may have to close.

## Water

**The St. Lawrence Seaway** has received quite favourable treatment. Again this is a case of allocated taxes. The government also supplies and operates icebreakers.

**Ferries** are no longer being considered as part of the transportation network, but as a link that should pay its way. The result has been reduced service in the maritimes. The Bar Harbour - Yarmouth ferry now does not operate in the winter. This ferry took many trucks away from roads in New Brunswick. Meanwhile New Brunswick keeps up its campaign for more road funding from the federal government. The relationship between branch line closures, suspension of ferry services and increased road use (and costs) is just not recognized.

## Rail

In the lack of Railway policy, the Government continues to dance according to the tunes prescribed by the railways. Lines can now be abandoned in 3 months.

The Federal Government has allowed the railways to cut up their railway networks in such a way that any remaining short lines, that could be created, will be dependent on one railway only. The consumers have not been protected with the possibility of competition.

In **Grain Transport** the railway promised to make improvements. Instead grain trains did not get the necessary priority and in fact the system failed. The Canadian Wheat Board launched a formal complaint against CN and CP Rail. The Canadian Transportation Agency was told that the railways are to blame for delays in getting grain to port.

The railways say they are meeting their schedule, despite bad weather, avalanches and mudslides. They counter that nearly 2,000 grain cars left prairie elevators empty, because elevator managers or farmers didn't make the wheat available.

Ship owners have hit farmers with \$20 million in penalties over the last year, because grain did not reach B.C. docks in time. The Canadian Transportation agency is to report its findings by July.

It is a peculiar arrangement that when the railways fail, that the shippers (=farmers) have to pay the damages.

The station at **Levis (Quebec)** was supposed to have been closed already, however there has been a six month reprieve. Various levels of government invested in a multimodal terminal (ferry, rail and transit). CN wants to move which would mean establishing a station somewhere inconveniently in the country. Travellers would lose convenient access to Quebec City. The real driving force behind the closure of Levis are developers with ties into the decision making elite.

## What is Lacking

**The policies of the Government and most political parties lack a vision.**

There was a commitment in the Rio Conference to reduce emissions by 20%. Yet there are no consistent policies to reach that objective.

The Infrastructure Program II is biased towards roads. The B.C. Government wanted to use these funds to kickstart the Vancouver LRT line. The Federal Government objects. Transport 2000 Canada has made submissions to the government to include transit for Infrastructure II funding. The Government says maybe, but vehicles will definitely not be eligible.

Transport 2000 Canada through the TAP program has together with CUTA proposed that transit passes be made tax deductible. Mr. Martin refuses to give that concession. Parking is often subsidized by employers. Although theoretically a taxable benefit, it is not enforced.

## Red Book III

Red Book II says nothing about what the Liberals will do for transportation. **We can only fear what Red Book III will say under the heading: "Beyond Red Book II".**

## Reform "Fresh Start"

Page 7 has the only references to transportation. It says that VIA will be privatized and that the Department of Transport will be reduced in scope. *This is consistent with the Reform ideology, however it does not say how it will provide Canada with a transportation system, particularly in the low density population areas.*

## NDP: Framework for Canada's Future

The NDP will build a transportation system to meet the needs of people, and our needs as a trading nation. The NDP says one cannot unite Canada if Canada is not united geographically.

The NDP would create a national program to protect Canada's environment. Thousands of jobs can be created through capital investment in public transit and commuter rail, water and sewage treatment, waste management, recycling, and retro-fitting of public buildings for energy and water conservation. Under this program every \$1 million in seed money invested to upgrade municipal utilities and home heating creates 4,000 jobs.

In the NDP financial forecasts there is a National Highways Investment Program of \$ 3.5 billion over 5 years.

The NDP has also said they would change the railway abandonment procedures. The NDP wants to see parliament

(Continued on Page 6)

## Transport Policies of the Liberal Government and other Parties. (Continued)

having a stronger voice. *The NDP has a list of critiques of what the Liberals have done, but do not really provide alternative policies, other than more roads.*

### PC Platform.

In Jean Charest's Plan for Canada's next Century "Let the Future Begin", there is no mention of transportation. We requested information by e-mail from pcpolicy@pcparty.ca, but at the time of printing had no response.

### BQ Platform

The BQ has no transportation policies **for Canada.**

### Penticton Airport?

To the south of Kelowna is Penticton. The City of Penticton does not want to take over the airport until the federal and provincial governments have settled the Indian land claims. Indians are claiming that the land on which the airport is located belongs to them.

## The Transport Committee and Highways

Because the Federal Government has no jurisdiction in roads, it therefore became the preoccupation of the House of Commons Transport Committee. The Committee wants to see money spent on a National Highway Program. Surprisingly so does the NDP.

There is no doubt that there are infrastructure improvements needed on our highway system. But to follow blindly the proposals advocated by the Canadian Automobile Association (CAA) and the Canadian Construction Association (CCA) is not exactly a balanced approach to Transportation. To advocate a four-lane highway across Canada is folly. Alberta made the Yellowhead from Edmonton to Hinton four-lane and the traffic was not there to justify the expenditure. Passing lanes are more affordable.

Rather than facing real issues, the Transport Committee is taking the easy way out. No longer does this committee show some independence as it did in the fall of 1989.

Even when discussing highways, the Transport Committee did not address the problem of truck sizes and weights. It appears that Canada is going to be faced with the prospect of truck-trains as a result of NAFTA. When it comes to the truck weights it is the largest common denominator that seems to be chosen.

The increased truck weights have of course a direct impact (in more ways than one) on the road. The pavement thickness has to be increased. Who should pay for the extra thickness of pavement required: general taxpayer, property owners, all users of the road or the truckers

## White Rock and Surrey versus Amtrak

In White Rock on February 20, 1997 an 11 year old boy tried to cross the tracks in front of an Amtrak train, was hit, thrown clear of the tracks and died of his injuries. Any accident in which a youngster is killed is regrettable.

At White Rock the train track is located between the beach and a road. There are no fences. Many people cross the track at any location or even walk along the track. The speed limit was 45 km/h. After this accident it was lowered to 32 km/h. On the parallel road the speed limit is 50 km/h.

The mayor of Surrey Doug McCallum (and Surrey surrounds White Rock) immediately has been making political hay. He wants the track to be relocated, trains to be slowed down or even removed.

Two weeks earlier a student was killed by a speeding motorist. The mayor of Surrey is opposed to photoradar. He also wants to accommodate the Vancouver Molson Indy in Surrey.

Education of kids and adults, even mayors, seems to be in order. Trains cannot stop on a dime, nobody should walk along or cross a railway track at random. Fencing may also be necessary.

### Committee on Air Policy Issues (but not deregulation)

In January, Mr. Anderson wrote to 11 organizations inviting them to forward specific numbers of nominees. All the organizations responded and all their nominees are on the committee. Transport 2000 Canada was not invited.

The committee will assess the current state of the aviation industry, analyse future trends and prospects, and make recommendations on possible action or policies that could be adopted by industry and government to strengthen the industry. It will work over the coming months and produce a report that *maybe* debated at an industry-wide conference later this year.

The committee will not look at the impacts of deregulation and see whether there are better alternatives to what is being provided now.

### Kelowna Airport Expansion

A 160 square metre expansion project is scheduled to be completed by early September to the Kelowna arrivals area.. The expansion will increase the capacity of the arrivals area to more than 400 people and reduce congestion in the air terminal building. The project also includes upgrading the international arrivals area to accommodate aircraft with a seating capacity of 150 passengers. Transport Canada is providing \$ 302,000 during this period of transition from federal to local funding of airports. It will give the city of Kelowna time to evaluate the financing options available for longer term airport development.

The city is expanding the departure room, increasing the capacity of the ticketing/check-in facilities, and providing additional airline office space at an estimated cost of \$405,000. This portion of the work is scheduled for completion in mid-July.

Kelowna airport saw a 67% increase in traffic in 1996 over 1995. Westjet and Greyhound also serve Kelowna.

### Via Rail Looking for a New Station Site in Edmonton

Via Rail has been scouting for a new Edmonton station site. Via wants to get rid of the backing up into the centrally located CN station on 104th Avenue. A possible site would be near the Edmonton Municipal Airport (which no longer has scheduled air services). It's a parcel on the northwest of the airport, in the neighbourhood of Yellowhead Trail and

121st Street. The site would be close to Calder yard, which is very inconvenient to reach for passengers.

Via would like to have a single level station which would be easier for passengers and baggage. Among the issues Via must still deal with are land rentals, track for storage and fuelling access; as well as cleaning up the old site.

## Trials of the IC3/Flexliner by VIA and RegioSprinter by Calgary

VIA has been conducting trials with the Danish built IC3/Flexliner trains. In our last issue we reported on the brake problems. On March 27, 1997 the trains west of Toronto were withdrawn. The train between Kingston - Toronto, Toronto - Ottawa and back and Toronto - Kingston will keep operating until May 5, 1997. VIA says that the recovery west of Toronto was 57%, while east of Toronto it was 87%. First of all why such different results? The 1995 Avoidable Costs in the corridor are given in the table below.

The higher cost on the Toronto - Kitchener - Stratford - London route are due to extra crewing costs. There is a need for two operating crew members in the body of the train (conductor and assistant conductor) due to the type of track (single with sidings for the most part) and the manner in which orders are received.

Now VIA operates RDC's with one engineer/driver. The IC3/Flexliner is built to be operated by one engineer, however VIA operated the IC3/Flexliner with 2 engineers. The added costs is reflected in the recovery ratio. It may also have created a precedent.

The fare Toronto - Kitchener was \$ 11 for 101 km (10.9 cents/km). The fare Toronto - Kingston was \$ 28 for 254 km (10.8 cents/km). The early morning runs from Kitchener and London carried 100 and 80 respectively. The return trips carried 30 and 80 passengers respectively.

The equipment availability was 86% after the brake problems had been resolved. ADtranz did the maintenance at their costs. VIA thinks that the operating costs were about the same as LRC equipment! Their own figures show a cost of **\$ 11.03 per train.km plus equipment maintenance.**

The units that were tested were apparently #1 and #3 of the production line (almost prototypes). These units were later sold by the Danish Railways to Israel. Israel made these units available for testing by Amtrak and VIA. Both units needed maintenance work when VIA received them. In fact the word was that these units were in poor condition.



The Dutch Railways have discovered that their policy of designing their own equipment is too expensive. On this photo two multiple unit diesel trains for local feeder service are shown. Both are one-man operation. On the left is the one designed by the Dutch Railways and on the right is a production line Talent unit from Bombardier. Both units were made by Talbot (=Bombardier).  
Photo: Rail Magazine (NL)

### Variable Operating Costs per Hour

Bus, Light Rail and RegioSprinter (1996 \$)

Vehicle:	Calgary Transit			RegioSprinter			
	Bus	Electric Light Rail Vehicle		Diesel Light Rail Vehicle			
Cars/train	n.a.	1	2	3	1	2	3
Operator	\$ 29.87	\$ 29.87	\$ 29.87	\$ 29.87	\$ 33.37	\$ 33.37	\$ 33.37
Fuel/Power	\$ 5.22	\$ 6.56	\$ 13.12	\$ 19.68	\$ 9.30	\$ 18.60	\$ 27.90
Maintenance	\$ 5.78	\$ 15.03	\$ 30.06	\$ 45.09	\$ 17.30	\$ 34.60	\$ 51.90
Cleaning	\$ 1.71	\$ 3.62	\$ 7.24	\$ 10.86	\$ 6.82	\$ 13.64	\$ 20.46
<b>Total</b>	<b>\$ 42.58</b>	<b>\$ 55.11</b>	<b>\$ 80.29</b>	<b>\$ 105.50</b>	<b>\$ 66.79</b>	<b>\$ 100.21</b>	<b>\$ 133.63</b>
Seats	45	64	128	192	75	150	225
<b>Cost/seat</b>	<b>\$ 0.95</b>	<b>\$ 0.86</b>	<b>\$ 0.63</b>	<b>\$ 0.55</b>	<b>\$ 0.89</b>	<b>\$ 0.67</b>	<b>\$ 0.59</b>
Cost/seat for RegioSprinter 2.65m wide:					\$ 1.00	\$ 0.75	\$ 0.66

Data Source: Interpolated from Calgary Transit TTP97-10 page 8. The Maintenance cost of the RegioSprinter has to be used with caution. 2.65 m width allows in street operation.

Unfortunately VIA did not test the coupling feature of these units. For example running a two unit train from Toronto to Kingston and then have one unit go to Ottawa and the other to Montreal.

There is quite a contrast between ADtranz and Siemens, when bringing equipment for testing. In Calgary Siemens would fly a technician from Germany if there was a serious problem. There was a much better follow up. The editor asked ADtranz for comments, but at the time of going to press none had been received.

There is a suspicion that VIA favours Bombardier. VIA is now looking at the TGV-Tilting-Diesel under development in France. Now Bombardier makes good products, however VIA should specify what it wants in broad terms and then ask for proposals as to what industry has to offer. At the

same time in a sealed envelope a price should be quoted. In such a two stage process, the best product and best price can be obtained. VIA is too small to design its own products and must rely what is already on the market.

Calgary Transit has prepared several reports on the RegioSprinter (DLRV). The table above has been derived from data in that report. It gives per seat variable operating costs of equipment. In the case of Light Rail track maintenance has to be added, in the case of the RegioSprinter rail access charges have to be added. The higher manpower costs reflects railway pay versus transit pay.

The RegioSprinter is 3.1 m wide and has a large turning radius and cannot be operated on a street system. The vehicle is suitable for operation on a right-of-way designed to North American railroad standards. Under Transport Canada regulations regulatory approval is required for use in mixed freight/passenger rail traffic (low draw, buffing strength). The alternative used in Calgary was single occupancy use of the right-of-way during service periods.

The applications for the RegioSprinter appear to be inner- and outer suburban areas, where there are existing railway right-of-ways. One corridor could be Kitchener - Toronto. The problem there is mixed operation.

On a Operating Cost per seat basis, the RegioSprinter is very competitive. The capital cost of one RegioSprinter is about \$ 2.5 million of a bus \$ 300,000. JJB

### Avoidable Cost per Train.km in the Corridor (1995 & 1996)

The average cost is	\$ 21.85	\$ 20.42
<b>Toronto - London</b>	<b>\$ 29.73</b>	<b>\$ 25.70</b>
Montreal - Ottawa	\$ 26.39	\$ 24.04
Toronto - Windsor	\$ 22.80	\$ 21.03
Montreal - Toronto	\$ 22.43	\$ 20.48
Montreal - Quebec	\$ 21.59	\$ 22.38
Toronto - Niagara	\$ 20.71	\$ 25.08
<b>Ottawa - Toronto</b>	<b>\$ 19.40</b>	<b>\$ 17.31</b>
Toronto - Sarnia	\$ 18.81	\$ 18.56

### Comment

*What is needed is a diesel light rail vehicle with a width of 2.65 m that can also be operated on streets. A modular design would be best so that a change to electric operation would be possible later.*

*For N. American conditions a greater buffing strength is also required. Operating on rail right-of-way for the line haul and on streets at either end of the trip, would make units like the RegioSprinter or Talent an ideal transportation solution for light to medium volumes.*

# Transit in the Edmonton Region 1. St. Albert

The first of a series of articles by J. J. Bakker.

## St. Albert Transit

St. Albert Transit started operating in 1974 and gradually expanded its services to provide both a commuter service to Edmonton and an internal distribution service. Buses are timed to meet at the St. Albert Transit Station, located close to the St. Albert - Edmonton boundary.

### Contracted Services

Until 1986 buses owned by St. Albert were operated by Edmonton Transit under contract. Since that time St. Albert owned the garage and buses, but contracted out to separate private contractors the driving, maintaining and cleaning of buses. Planning and route service design was done by St. Albert Transit. The same model was later used by Strathcona Transit which serves Sherwood Park.

### Equipment

St. Albert uses articulated buses for the commuter runs in the peak hours, except the University runs now require all day articulated buses. 3 of the 6 articulated buses have only one exit door. In addition the system has 31 regular buses of which 7 are 12 m low floor buses, 2 are small low floor buses and 3 are high floor lift equipped buses. 38% of the fleet is accessible. There are also 2 handi buses. Until 1995 St. Albert also contracted with a schoolbus provider (yellow buses) for peak hour feeder services. With a bus replacement program, older buses are now used instead of schoolbuses, giving greater comfort.

### Service Management

St. Albert Transit provides a 30 minute headway service on its collector routes. These buses connect (and some continue) with the commuter services to Downtown Edmonton and the University via Westmount. The downtown service is split with one route serving Canada Place and the other NAIT and Grant McEwan Community College. There is an hourly service to West Edmonton Mall. On a typical day 3,600 commuters take the bus with 800 trips between 7 and 8 AM on 19 bus trips.

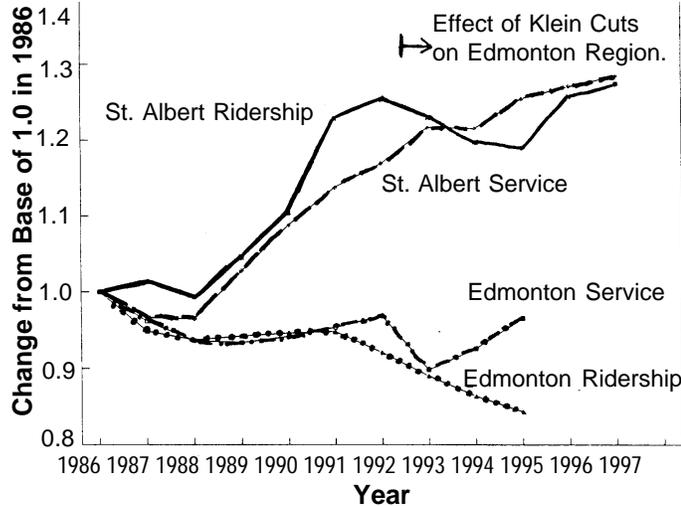
Loads are carefully monitored and service added when standees occur.

## Ridership

Ridership suffered as a result of the Klein Government cuts in the civil service. However service was maintained and redirected more towards educational institutions (NAIT, Grant McEwan). As the graph shows ridership is once again on the increase. The contrast with Edmon-

## Ridership and Service

A comparison between Edmonton and St. Albert



### Unit Costs and Revenue Sources

Year	Cost /hour	Percentages	Mun.
		Fare Prov. Box Govt	Tax/ Govt. Cap.
1984	\$40.78	39.6 16.4	44.0 \$28.61
1985	\$38.64	44.0 19.5	36.5 \$23.08
1986	\$43.30	38.3 17.6	44.1 \$28.37
1987	\$34.61	43.9 19.7	36.4 \$19.99
1988	\$38.94	46.2 21.0	32.8 \$16.18
1989	\$38.92	45.8 20.5	33.7 \$17.21
1990	\$40.96	46.1 19.6	34.3 \$18.90
1991	\$41.41	51.1 19.7	29.2 \$17.00
1992	\$41.72	50.0 19.5	30.5 \$18.88
1993	\$42.41	50.9 19.1	30.0 \$20.43
1994	\$42.79	49.0 16.4	24.6 \$23.60
1995	\$42.17	51.9 16.0	32.1 \$22.72
1996	\$43.23	52.4 15.7	31.2 \$21.80
1997	\$43.48	53.3 15.6	31.1 \$20.56

The \$ 20.56 annual per capita cost can be called the insurance premium so that if the car will not start there is alternate transportation available.

Edmonton is striking, where service was cut and ridership was lost. The Edmonton situation will be discussed in a future article. However everything is relative. On a per capita basis Edmonton (58) has a higher ridership than St. Albert (about 20).

It should also be noted that in 1994 Transit Operating grants to cities over 500,000 were cancelled, cities under 500,000 had their grants frozen.

## Lessons to be Learned

St. Albert Transit has been unique in that all its services are provided under contract but with government service planning control. All revenue goes to St. Albert. The contractors are unionized. Prior to bidding the union and management get together to review the bid to be made.

This system could be quite a model in the provision of public transportation services. It is a kind of privatization, without destructive competition. It allows to design and plan for coordination and connections. It avoids duplication both in routes and in schedules.

At one time there was coordination in St. Albert between the City of St. Albert and the schoolboards. Yellow buses were used in the morning peak before schools started and in the evening after schools had finished. These school buses were only used on local feeder services.

However the schoolboards wanted to save money and went their separate way. In 1996 the schoolbuses under contract to the schoolboard got a surprise inspection and were found to be unsafe. All were ordered off the road.

Particularly in the case of a commuter transit system there is scope for the joint use of transit buses. However it does require a willingness on the part of the schoolboards to adjust starting and leaving times of schools. The question is will teachers and janitors approve.

Edmonton will implement its Horizon 2000 network on June 1, 1997. We hope in our next issue to give an analysis.

### Better Service, Increased Use

Central Fraser Valley Transit System increased frequency from hourly to 30 minutes. There was a 31% increase in ridership compared to the previous year.

### Greyhound Updates

Greyhound has suffered losses as a result of its entry into airline service. Shareholders are unhappy in that the price per share has dropped from a high of \$ 7.00 to \$ 2.70. Greyhound blames the poor performance on the delayed start-up due to late Federal approvals.

Greyhound has found that the Winnipeg - Toronto has become a critical link. During the summer months (June 26 to Oct.25) Greyhound Air is adding service by-passing Winnipeg with a Vancouver - Calgary - Toronto service. This linkage is in a more direct competition with Air Canada and Canadian International.

Greyhound has reduced transcontinental bus service with one trip. Greyhound is blaming low air fares!

## Mercedes Buys into B.C. Fuel Cell Company

A German automaker has joined a Canadian entrepreneur in a search for a car engine that won't pollute. Daimler-Benz has teamed up with Ballard Power Systems of Burnaby, British Columbia. Daimler makes cars. Ballard has invented a device that produces clean energy by combining oxygen and hydrogen to produce electricity, with water as the by-product. It is true that Hydrogen can be produced "clean" from hydro-electricity, but if produced from natural gas then CO<sub>2</sub> is emitted into the atmosphere. The company is already building buses that use its fuel cell product.

Ford is also interested in the Ballard fuel cell, but for cars.

The interest from abroad could well mean that the company will be taken over in the future.

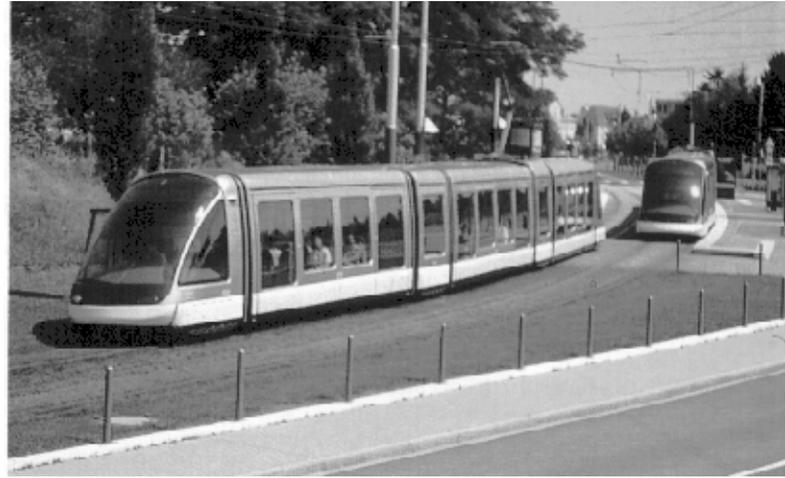


Photo from Railway Gazette

Two Low Floor Light Rail Transit units pass each other in Strasbourg. These modular units are made by ADtranz. Note the grassed right of way in the foreground and the simple station design further back.

## What will happen to Vancouver's Lion's Gate Bridge?

The British Columbia government is looking for help with a major project. The Lions Gate Bridge, which links Vancouver's West End with north Vancouver, is almost 60 years old. The bridge is in need of repair and has been for some time.

In our Newsletter for the 1993 Federal election we had a three page article on various options. At that time the issue was considered urgent since pieces of metal (or rust) were falling off the bridge. So up to now no harm has been done.

**The bridge is one of the symbols of Vancouver.** For years governments, the people of Vancouver and the private sector have been wrangling over what to do with the bridge. Now there are plans on how to deal with some very expensive repairs. It may mean that tolls will become necessary.

Premier Clark has stated that his government has only \$ 70 million available for repairs. He has invited proposals from private enterprise for a solution. Deadline is December 1997.

The Vancouver Parks Board wants to see the road placed in a tunnel. The prime objection is the noise and the fact that the park gets cut into two halves. Cost would be \$ 220 million, money nobody has.

### Are There Solutions?

#### Keep the Bridge, Add a Tunnel.

Architect Arthur Erickson wrote an article in the Vancouver Sun (April 1, 1997) advocating saving the Lions Gate Bridge. He says the bridge should be restored, maintained and in no way changed. He also proposed that a tunnel be built (sometime in the future) linking approximately Main Street and Welsh Street, with a link to the upper level highway (TCH). The tunnel location would affect industrial land rather than residences. The tunnel, he says, should have provisions for transit.

#### Build Tunnel and an Island.

Another proposal by Hans Bentzen and Kurt Helin is to build a tunnel and use the excavated material to create a 70 ha island adjacent to Stanley Park. Some of this land would be added to the park and the rest developed as valuable real estate. The government has not shown much enthusiasm for tunnels.

#### Most Proposals are for Cars

Most other proposals are to widen lanes, add lanes, add a parallel bridge or add a tunnel for cars. All have in common no provision for transit, other than a possible HOV lane. The HOV lane recently opened in the Vancouver Region showed that the existing high occupancy vehicles moved to the HOV lanes and their spaces were taken by single occupant cars. The net increase was single occupant cars. Surprise, surprise. But was that not the purpose of the HOV lane?

Unfortunately the NDP Provincial Government, notwithstanding all its rhetoric about environment and reducing emissions, appears to be only interested in limited road/car solutions.

#### What is really needed...

**First** and foremost, fundamental to all solutions should be the provision of two exclusive transit lanes (no HOV, but TRANSIT ONLY lanes).

The **second** consideration is that the west end of Vancouver cannot accommodate more than two lanes of traffic in one direction.

The **third** conclusion is that if the government has no money, the solution will have to include tolls and any other revenue that can be realized. This makes the tunnel and island proposal attractive. Another big advantage of a tunnel is, that an alternative can be provided before the bridge is closed and put to another use.

#### What to do with the Bridge?

One alternative for the bridge would be to convert it to LRT use. In that case Stanley Park could become a station, solving some of the access and parking problems of the park. The noise would disappear, so would the pollution. And the line can be greened as shown in the picture of Strasbourg.

Anybody who has driven across the bridge with clammy hands, knows that the narrow lanes do not allow anyone to enjoy the magnificent view of the city.

Sitting in an Light Rail Transit Vehicle would allow people to enjoy the view. The LRT line can then be taken on the surface along Georgia Street to downtown Vancouver. On the northside the line could split, one line would serve West Vancouver and parallel to the BC Rail track be taken to Horseshoe Bay. The other line could serve North Vancouver.

#### Financing

To raise \$ 25 million per year would require an additional gas tax of \$ 1.27 cents/litre plus a \$ 0.25 bridge toll in the peak hour plus an additional license fee of \$ 25 plus Peak Hour Road Pricing of \$ 0.5 cents per km. \$ 25 million per year could finance about \$ 250 million over 20 years. One can start multiplying from these basic figures.

#### Organization.

In the Vancouver Region governance and transit is likely to become a regional responsibility. However that is only a solution if taxes also come under regional control. Since the car is not a solution for the Vancouver Region, there is a need for a high quality transit system. One cannot expect that people will use transit if there is no system in place.

Stay tuned for more news, perhaps with the next federal election issue of this Newsletter.

JJB

## Clinton Proposes Money for Roads

President Clinton wants to spend \$175 billion over the next six years to improve U.S. highways. The plan would raise core highway spending by 30 percent and also calls for increased spending for auto safety, environmental cleanup and new transportation technology. Clinton says his goal is to "maintain and modernize our transportation system" and "create tens of thousands of jobs" while literally building the "bridge to the 21st century" that he mentioned during the 1996 presidential campaign. The transportation plan also gives states more leeway to charge tolls on existing interstates.

## Air Transat to Paris

Transport Minister David Anderson, in consultation with Foreign Affairs Minister Lloyd Axworthy, announced the designation of Air Transat as the second Canadian carrier to provide scheduled air service to France. Canadian stopped serving Paris in October 1996 as part of its restructuring.

Canada's international air policy restricts international route second carrier designations to country markets with at least 300,000 scheduled passengers per year. Air Transat is required to initiate scheduled air service to France within one year of the date of its designation, and to fully implement its winning service proposal within two years. Air Canada is the other designated Canadian carrier serving France.

Air Transat proposes to offer air services between Toronto, Montreal, Paris and Lyon, with a total of 15 flights per week in each direction in the summer season. In the off-peak winter season, Air Transat proposes to offer three weekly flights to Paris from Montreal and/or Toronto.

## Edmonton Airport Tax

People flying in and out of Edmonton's International Airport will pay a new tax on their travels. The airport is collecting the tax to finance planned renovations to its international terminal. On April 13, 1997 it started charging \$5 to people travelling within Alberta, and \$10 to those on flights going in or out of the province.

One constitutional expert says the airport does not have the authority to charge such a tax. Ejecting a traveller who refuses to pay would fall under provincial law, while the airport is considered federal jurisdiction. A similar departure tax has been in place at Vancouver's airport for several years, and has not been challenged in court.

## Westjet from Abbotsford

Westjet wants to serve the Fraser Valley and will institute flights with B737's to Calgary and Edmonton. There will be 11 flights per week.

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## Pearson Airport Updates

### Terminal 3 Sold

The non-profit authority at Toronto's Pearson International airport has bought Terminal 3. The Authority says the price tag was slightly more than \$719 million. The terminal was bought from the private consortium that built and operated the buildings. This is the same consortium that obtained from the PC Government during the last election campaign the Pearson Airport franchise.

The Greater Toronto Airports Authority will now own all three terminals at Pearson Airport. This will permit the creation of one large terminal in the future and diversion of flights from say terminal 1 so that it can be torn down.

It was six years ago that Terminal 3 opened as Canada's first international air terminal to be designed, financed and constructed by the private sector. The cost was \$ 580 million in 1991.

The Government promised a week earlier a rent relief of \$ 185 million over 9 years, making the deal possible.

### Lawsuit Settled

The federal government has reached an out-of-court settlement in a lawsuit concerning Pearson International Airport. Ottawa has agreed to pay the Pearson Development Corporation \$60 million. The details were revealed in a Toronto court. The money will cover direct out-of-pocket expenses, legal costs and interest.

The original deal to sell Pearson's terminal two was signed by Tory Prime Minister Kim Campbell in the dying days of the 1993 federal election. Jean Chretien portrayed the deal as a profitable plum the Tories were handing over as a reward to their political backers.

In one of his first acts as Prime Minister, Chretien cancelled the contract. The consortium responded with a \$660 million dollar lawsuit. The lawyer for the federal government, Ivan Whitehall, said the timing of the out of court settlement had nothing to do with a federal election call.

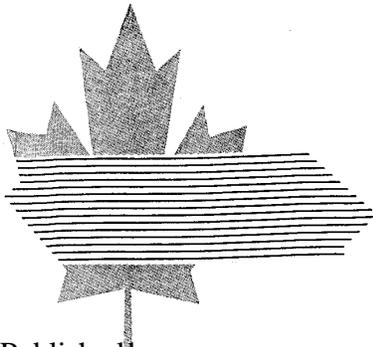
### Banff and Jasper Park Airports to Close

Parks Canada wants to end a debate that has lasted more than 20 years and shut down the Jasper airstrip. Jasper National Park superintendent Ron Hooper sent out a letter to pilots in March advising them the grass strip will probably be closed.

The Master Plan favoured by the Minister for Banff National Park also recommends closure of the Banff Airstrip. It

would also remove the cadet camp and restrict the boundaries to their present size.

The private airplane pilots are objecting since they claim that they need the airstrips in cases of emergencies. These airstrips were also used by both federal and provincial ministers when addressing conferences in Banff or Jasper.



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# Transport 2000 West Canada Newsletter

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 June,  
 July  
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 1997

for  
**Manitoba**  
**Saskatchewan**  
**Alberta and**  
**British Columbia**

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## Editorial by J. J. Bakker

The election results will mean that there will be 5 parties represented on each House of Commons committee. The Transport Committee will now also have representatives of the Progressive Conservatives and New Democrats. This will mean there is a much better chance that issues will actually be examined and debated. Hopefully this will bring to an end the extreme agenda the committee had in the last parliament.

Mr. Anderson has gone to Fisheries. Just before his departure from Transport he sent the editor a letter (see page 4). No doubt Minister Anderson will have fond memories of Transport and Transport 2000 while getting entangled in the nets of fish policies. After all Transport 2000 Canada members do not try to block ferries or any other transportation. Our approach has been one of reason, of submissions, of ideas and of recommended policy changes. Yet after the ferry blockade in Prince Rupert Minister Anderson met immediately with the protesters, which he never did with Transport 2000 Canada.

Doug Young, who was minister of Transport before Mr. Anderson, lost his seat in parliament. He is now setting up a lobbying consultancy in Ottawa. Mr. Young was also never willing to meet with Transport 2000 Canada, we hope he will receive the same reception as he gave us in Ottawa.

And then of course there was the Somalia Inquiry. It reported that at the Department of Defence there was rampant careerism. The question that should be asked is: "Only at the department of defence?" At the civil service level there is a need for competence and expertise. Ministers deserve good advice based on good information and facts.

The new minister of Transport is Mr. Dave Collette who comes from Toronto. During the election he said that the liberal party should become liberal again. Mr. Collette used to be in Defense. He is very loyal to his staff.

We hope the new minister will seek input from a wide range of interests prior to making decisions. We do not expect that all our recommendations will be adopted, but we do think that many have merit and should be considered prior to decisions being made. Advice can be sought on a formal or informal basis, but with the many cutbacks at Transport Canada, outside input can be good for transportation policy in Canada and as a consequence good for a government. In his first letter to Transport 2000 Canada he says: **"...I would be pleased to meet with you at some point in the future to discuss your views and concerns"**. That is a welcome change.

Prime Minister Jean Chretien, on behalf of Canada, had to admit at the United Nations that Canada had not fulfilled its undertakings of the Rio Conference on the environment. Perhaps there is an opportunity here, one to do better and two to improve transportation in the process. One thing is clear, **Canada will not do better, if it is thought that there are no costs attached** to improving the environment. Some ideas on pages 2 and 3. What are your thoughts?

And then in Edmonton, Edmonton Transit created confusion by changing all the route numbers. More about the changes on pages 6 and 7.

There is a lot of work ahead of us. However Transport 2000 Canada needs the support of members. If you can interest a friend in joining, please do.

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# Transportation and the Environment by J. J. Bakker

Within Transport 2000 Canada we are having a discussion on how transportation can be improved and how emissions can be reduced. This article gives the viewpoint of the author. What are yours?

## Canada not meeting targets.

Prime Minister Jean Chretien had to admit that Canada was not able to meet its environmental targets. Further more there is no evidence that Canada will do so in the future. Reports such as **"Sustainable Transportation"** are wishy-washy, ignore railways, do not give emission balance sheets for various modes and do not want to face or even indicate financial implications. It gives vague strategic directions of stating options, decision making process, education, land use (no transportation infrastructures, also no mention of public transport investments), urban planning and the like. In Energy Use for example the report recommends reduced speed, rather than truck diversion to rail. **It does recommend full cost accounting of all modes.**

If Canada wants to do better then there is a need for a concentrated effort and new policies. Some of these policies would relate to transportation. Even if some of the policies suggested are implemented, it will take time to adjust.

## World Wide Problem, A Potential Disaster.

Harmful emissions are increasing world wide. Some countries are doing something about it, most including Canada just talk. However it is not only the developed world, but also the desire of the undeveloped world to industrialize and to own and operate cars, that will create major impacts.

A brief summary as to what is happening in other countries, should be noted as background:

### France

When the oil crisis occurred in 1974, France decided that it did not want to be dependent on foreign imports of oil. It developed nuclear power stations and insisted that intercity rail be electrified (and made attractive for passengers with fast TGV trains on new and old alignments). France also encouraged the use of electricity in urban transport with LRT and trolley buses. France does have an energy strategy and has implemented it.

### South Africa

When the boycott of South Africa was implemented and oil imports were curtailed, South Africa electrified its railways. It did keep a strategic reserve of coal burning steam engines in case the electrical system was sabotaged.

### Russia or the former Soviet Union.

Russia has electrified many railways including the Trans-Siberian railway (double track). The Soviet Union also did keep a strategic reserve of steam engines. However Russia does not control emission standards and has many dirty industries.

### Europe

After the war the continent of Europe had its railway system destroyed. When rebuilding, it electrified its railways. Countries like Sweden did keep until the end of the cold war a strategic reserve of steam engines. Countries like Switzerland which had to rely on import of coal or oil electrified (using hydro power) even before the war all its railways.

### Britain

Because Britain survived the war with its railways operable, it did not renew its railways nor did it electrify. Electrification has been very slow in Britain and it is relying on diesel fuel. Britain has always had a large stake in the oil industry, which must have had an influence on decision making.

### United States

Like Canada the United States is not an example of the prudent use of energy resources. The use of energy is as if there is no problem with supply in the future. There is no strategic planning to provide alternatives. Looking south therefore will not provide solutions, just postponement of facing the future.

The U.S. is very dependent on oil imports. It is its greatest weakness. And of course free trade will give it access in case of a crisis to Canadian supplies and reserves.

### Japan

Japan is totally dependent on imports for its energy requirements. It has electrified all its railways.

### China

Although China until recently was producing coal burning steam engines, it too is now electrifying its railways. Most power is generated using coal, with high emissions.

## Future Emissions and the Underdeveloped World.

The greatest danger for the world is that the underdeveloped world, particularly China, Africa and India will fully industrialize and motorize like the west. The energy resources do not exist or would be consumed at such a rapid rate that the world will cease to function. China does have coal and does generate electricity however with air pollution. It will require nuclear energy to overcome the energy shortage (and a reliance on electricity).

## CO<sub>2</sub> Emissions.

Proposals to improve Canada's record in CO<sub>2</sub> emissions, should be implementable. It is no use to wish the problem away, government action is required. It is unrealistic to expect that individuals will change their heating systems or switch to expensive and un-

## Power in the Provinces

The various provinces get their power from various sources:

Province	Hydro	Nuclear	Coal	Other	¢/kwh
British Columbia	<b>90 %</b>	0 %	0 %	10 %	3.12
Alberta	3 %	0 %	<b>90 %</b>	7 %	3.5
Saskatchewan	25 %	0 %	<b>73 %</b>	2 %	4.3
Manitoba	<b>95 %</b>	0 %	5 %	0 %	3.00
Ontario	25 %	<b>60 %</b>	11 %	4 %	5.4
Quebec	<b>100 %</b>	0 %	0 %	0 %	3.51
New Brunswick	19 %	35 %	23 %	23 %	4.58
Prince Edward Island	0 %	0 %	0 %	<b>100 %</b>	n.a.
Nova Scotia	19 %	35 %	23 %	23 %	5.5
Newfoundland	<b>85 %</b>	0 %	0 %	15 %	3.58

Other includes oil, natural gas, bio-mass.

The Ontario Hydro Nuclear problems, which are management related, affect 6 out of 19 units. Power costs are for heavy industrial users.

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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.

proven battery cars from gasoline powered cars. It is equally unrealistic for Transport 2000 Canada to suggest that cars or trucks should or could be eliminated. **But it is realistic to create alternatives and devise policies that will lead to using cars and trucks where they are most appropriate and use public transport and energy efficient means of transport where it is most appropriate.**

## Transportation and the Environment (continued)

### Policies should be related to:

- i. The substitution of energy efficient for inefficient energy transportation and
- ii. The substitution of electricity for gasoline or other hydro-carbon fuel where there is intensive use.

### Policy Tools.

The tools needed to implement policies should be both in the form of incentives and disincentives, or taxation and financing to accomplish results.

Polluters should pay for less polluting alternatives and that is possible in transportation, but it is not a popular choice.

It is not possible to electrify the airline industry, but it is possible to make ground access more attractive. Rail and bus lines could connect with airports rather than use commuter aircraft.

The only way for Canada to reduce CO<sub>2</sub> emissions, is to convert as many energy users to electricity, preferably hydro-power but if necessary safe nuclear power and less fossil fuel power. However for an increase in the use of electricity to have a maximum benefit heavy users of energy will have to convert. The opportunities in transport exist only with railways and urban transit.

### Emissions and Roadway Congestion

Industrial emissions are outside the scope of this article. Transportation is responsible for about 30% of the total emissions (but 40% to 60% of nitrogen oxides). Truck and car emissions are the major contributors in surface transportation. The problem is two fold.

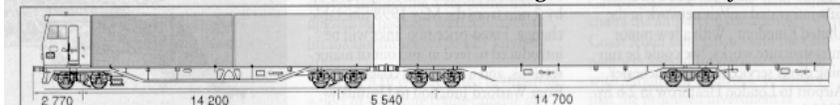
### Intercity Transportation

There are several corridors in the country that should be looked at:

#### 1. Quebec - Windsor

In the corridor governments cannot afford more roads and yet there are no incentives to use alternatives.

**a. For trucks,** use containers and piggy back for shorter distances. Use trains for the longer distances. For intercity travel that means frequent train service (like the Chunnel). The policy in



### Yes Mr. Minister, but in our distorted market-based economy, trucks do not pay for infrastructure.

The Ministry of Transport responded to a critique of "Sustainable Transportation" by Transport 2000 Canada on July 18, 1997. In there the following interesting paragraph:

*"The Minister agrees that the rail mode has an important role to play in sustainable transportation. It receives limited attention because, in comparison to motor vehicles and, to a lesser extent, aircraft, trains are not major contributors to the climate change. Smog, ozone depletion and other problems described in the monograph. Transport Canada does not believe, however, that it is realistic to promote policies to bring about massive shifts to the rail mode in Canada, but rather to continue federal transportation policies based on allowing the modes to compete freely within a market-based economy."*

Canada appears to be infrequent and long trains with as an alternative to tear up the track.

**b. For cars** to use park-and-ride, passenger rail and rail/taxi. In order to provide time of travel flexibility, service has to be frequent. In equivalent corridors in Europe passenger train service is hourly for fast intercity trains, and hourly for feeder trains and buses. Europe developed that system by providing first trains every 2 hours, changing later to hourly, many now operate every 30 and even every 15 minutes. In other words the market is developed over time.

**c. For trucks and cars,** there is no reason why a multiple unit passenger train cannot be coupled to a multiple unit container/truck train to provide frequent service for both trucks and cars.

Initially diesel propulsion would be necessary to develop the market. However the ultimate aim should be that when the market has developed to electrify. Modular construction of equipment and perhaps diesel-electrics would permit a more economic conversion once electrification becomes feasible.

#### 2. Edmonton-Calgary

The Edmonton-Calgary corridor also generates a lot of traffic. Passengers have to go far south of Edmonton for an airport that has poor surface connections to the city. Intercity passenger rail was discontinued in 1986 because of level crossing accidents. This corridor would require better level crossing protection.

Diesel Multiple-Unit (DMU) Freight Train, now being tested in Germany. Each unit

### 3. Long distance corridors to the West and East.

#### i. Passenger Rail.

There is a long distance market which can be met by long distance trains to both east and west. However this market requires new equipment (bi-level cars), and additional sources of revenue such as mail, parcels and car-go-rail (perhaps even piggy back truck trailers).

#### ii. Freight by Rail

Between Calgary / Edmonton and Vancouver there is heavy freight traffic on the railways. From the point of view of emissions, both the CP and CN lines should be electrified. BC gets the downstream benefits of the Columbia River project in the form of electricity rather than dollars. In order to finance this the Canadian government should help, but in the form of equity. The money should come from an additional gas tax raise.

### Urban Transportation

An important statistic, that is not understood at the provincial government level, is that **60% of vehicle.km occur in urban areas.** About 20% of traffic is on local or access roads which is a legitimate charge against property. However 80% or 50% of all vehicle.km should be charged against the users (i.e.. gas taxes). With the present downloading by provincial governments, a new situation is created. Property owners provide a 100% subsidy to car drivers for infrastructure. Transit riders also pay a fare. It is not possible to persuade people to use transit if transit fares go up faster than inflation while gasoline prices are constant allowing for inflation. With such low gasoline prices the price advantage is towards the car and away from transit and the figures confirm that. Hence it is necessary to promote the use of transit and get a reasoned cost allocation.

To assist in the reduction of CO<sub>2</sub> and other emissions, capital funding towards transit should be for the use of electric propulsion. Commuter trains, Subways, LRT and Trolley buses would qualify. More diesel buses would not.

Cities like Toronto and Edmonton (and it seems Vancouver) where trolley buses are disliked by management, should reverse their policies and be rewarded in improving the environment. Particularly where the infrastructure is already in place.

(continued on page 4, see Solutions)

takes ten 20 ft. containers. Could these units be coupled to multiple unit passenger units? With automatic coupling, the freight and passenger units could be coupled at a suburban station for example. There are plans to use these DMU Freight's between Schiphol or Amsterdam airport and Frankfurt Airport.

## Transportation and the Environment (continued) Solutions.

### No Money

It has to be realized that the federal government will not allocate money from the existing budget. The government wants to get the deficit under control and says that there after the priorities are paying down the debt and increased spending on health care. **Money will have to come from additional but allocated taxes.**

### Phase 1.

An allocated fuel tax of 4 cents, introduced over 2 years, would give a start to a Transportation Environmental Program. This would generate after 2 years about \$ 400 million per annum.

**1 cent** could go to VIA for capital such as equipment. For comparison consider that the US Congress has proposed to give Amtrak the equivalent of \$ 0.05 per US Gallon. This is equivalent to Cnd\$ 0.025 per litre.

**1 cent** could go to transit funding particularly electrification. Metro areas should match with measures such as surtax on parking and reducing parking spaces in congested areas.

**1 cent** for intermodal terminals and design preparation for western rail electrification.

**1 cent** for environmental funding.

### Phase 2.

Electrification of mountain railway lines Calgary - Vancouver and Edmonton - Vancouver. This would require further allocated funding in years 3 and 4.

To accomplish anything it requires long term thinking as opposed to short term bottom line next quarterly statement type of approach. The financing has to be equally long term. **Fuel tax increases should be introduced over a period of time and not all at once.** By indicating future tax increases ahead of time, industry can adjust. Gradual increases are more acceptable. Furthermore any fuel tax increases should be for a purpose, which means allocated taxes.

These are my thoughts, what are yours? Send your comments to:

Transport 2000 Canada,  
111 Sparks St., Suite 405  
P.O. Box 858, Station B  
OTTAWA, Ontario K1P 5P9

### No Dome for Coach Passengers

VIA Rail has decided that Dome cars are for sleeping car passengers only on The Canadian. The result is that coach (or economy) passengers can no longer use the dome car.

This new approach has given VIA a lot of bad publicity in many newspapers. The change has been badly advertised (if at all) and as a result there have been nasty confrontations between staff and passengers.

## Rail Problems on The Churchill Line

The Winnipeg Free Press reports (Aug. 8. 1997) that there have been a rash of derailments on the CN line from The Pas to Lynn Lake. In a "normal(?)" year there are about 12 derailments, but in July alone there were seven!

Two unions invoked a section of Canada Labour Relations Act and refused to work that section of the line, because it was unsafe.

CN has responded by saying that the line is safe and has ordered that trains do not run faster than 16 km/h (normal speed is 40 km/h). The CN also said that the railway had not altered its maintenance program in view of the sale of the line to OmniTRAX. The union agrees that there has been no change, it was non-existent in the first place.

### Sale Going Ahead

The sale of the line from The Pas to Churchill and The Pas - Lynn Lake to OmniTRAX will now go ahead. The federal and provincial governments have agreed on a \$ 50 million program to improve the port of Churchill and subsidize the sale of the line. OmniTRAX has agreed to invest \$ 50 million to make the lines economically viable.

### Lytton Crash Inquest

On March 26, 1997 at 6:05 am a CN train crashed near Lytton. Two CN employees were killed. During the inquest the cause of the crash was traced back to the relocation of the Trans Canada Highway in 1952 and 1960.

The Trans Canada Highway is above the CN rail line. Before the relocation work there was about 100 metres of forest covered slope. In straightening out curves the forest was removed and fill placed. The highway fill then butted up against the CN fill which was built 50 years earlier. Due to the heavy winter snowfall and heavy run-off caused water to flow over the slope and seep into the highway and railway fill instead of following a path to a culvert. As a result the fill was saturated far below the surface. At 4 am March 26, the CN fill gave way.

At the locations there are two tracks. One track was occupied by sulphur cars, three sulphur cars slid down. Passing motorists reported this, but CN in Edmonton concluded that the track was intact, since no track had broken. Two CP employees also saw the sulphur cars but assumed CN was on the site.

**If you are connected to the internet, check out Transport 2000 BC website :  
<http://www.vcn.bc.ca/t2000bc/>  
Transport 2000 Canada will also soon have a website**

## Grain Movements

This past winter the grain movement to the ports has been a disaster. Nevertheless CN put out a press release that said: "it moved more grain to port during the last crop year than the year before. CN says grain car deliveries were up 14 percent in the 1996-97 crop year. **But the number of cars moved to port is below the five year average.**

It took the railways to nearly the end of June to catch up. All that remains of the huge problem is some residual anger and some outstanding bills. New Democrat MP Chris Axworthy says farmers should be compensated for the slow movement of grain. He says it's not fair that farmers will have to pick up penalties for late delivery that could reach \$100 million. The Wheat Board later said that the delays will cost farmers \$65 million in penalties and lost sales.

The new minister of Agriculture Lyle Vanclief wants to see the grain move faster to the ports, before Canada loses more markets. The Wheat Board minister is still Ralph Goodale. Also involved will be the new minister of Transport David Collenette. Minister Goodale suggested when he was still minister of Agriculture that a system of rewards for timely deliveries and penalties for late ones may be one answer to the problem.

Meanwhile some farmers are still protesting the wheat board monopoly. They want to be able to export their grain directly into the U.S.A. Meanwhile US farmers want to see the import of grain from Canada stopped.

[Source: Star Phoenix, July 8, 1997]

### Road Tax for London

The new labour government is proposing that a special permit would be required for drivers to enter the area within the M25 outer-ring road. Residents would pay about \$ 232 per year, while commuters would pay \$ 925 per year. The revenue generated would be used for investment in public transport and to subsidize lower fares.

The proposal has provoked a furious reaction from motoring organizations. (see also page 9 on Vancouver's Lions Gate Bridge)

### Pollution Tests in Ontario

The Ontario government has announced that all trucks and buses in the province will have to undergo pollution tests. Next summer these vehicles will undergo emissions tests during their annual inspection. Out-of-province trucks and buses will face random spot checks at the side of the road.

People who own passenger cars over three years old will have to pay for a \$30 test once every two years. Drivers whose vehicles fail the test will not be able to renew their registration until they get the vehicle fixed.

## Is CN Being Targeted for a 1998 Strike? Unions are Angry about Shortlines

On August 1, 1997 CN announced that the InterColonial Line (ICR) between Moncton NB and Mont Joli Quebec is for sale. This line is used by VIA's Ocean train. The line carries 35,000 cars per year and operates at a profit.

The unions had put an offer on the table last October 1996 for an internal short line, similar to the deal worked out for northern Quebec. The Unions accuse CN of bad faith and changing positions. One union official complained he had to deal in the last five years with seven different labour relations officers and five different labour managers. In 1995 the unions signed a special deal with CN to salvage the Atlantic lines.

The agreement with CN comes to an end on December 31, 1997. Both sides must present their demands in October.

In 1995 the unions targeted CP and kept operating on CN. It was not until the BMW broke ranks and struck against CN that parliament passed legislation which sent workers back with compulsory arbitration.

This time the unions are negotiating with CP for one year extensions to existing contracts with a 2% wage increase. The aim of the unions is to then strike CN and since CP still operates, parliament has no reason to interfere. The unions are aware CN is making profits. And they want to see benefits from their sacrifices.

In case of a strike VIA would not be able to operate. It is unfortunate that the present CN management has created such bad labour relations. JJB

[Source Maine Railwatch].

## Former Transport Minister Now Will Lobby for Canadian National

"The Hill Times #399 of August 11, 1997 reports that Doug Young and Paul Zed (Summa Strategies) have landed a couple of major clients for their new lobbying firm. Mr. Young has brought Canadian National as a client to his firm.

Mr. Young was Minister of Transport from November 4, 1993 to January 24, 1996. He was defeated in his riding of Acadia-Bathurst last June. When he was minister of Transport in May 1995 the decision was made to privatize Canadian National. Under the rules, cabinet ministers are not allowed to lobby their former departments for two years. Hence Mr. Young cannot approach Transport Canada until January 25, 1998.

Mr. Zed convinced J. D. Irving Ltd. to become a client. Mr. Zed's wife is the daughter of J. K. Irving, one of three sons who inherited the corporation.

Summa's third client is Charlotte County Ports Ltd. a company that wants to buy a small port in southern New Brunswick from the federal government.

Mr. Doug Young has also become president of Maritime Road Development Corporation (MRDC). This company among other interests is involved with toll roads.



Spain is taking delivery of 16 two-car DMU's. The cars are made by CAF and Adtranz and have the Flexliner ends with inflatable rubber surrounds. These trains like the IC3 have good visibility for drivers and create an easy passage between units. VIA tested the IC3, but did not test the interconnection.



Two British Multiple Unit trains, one with passage from one unit to another, the other without that opportunity. Driver visibility for the unit on the right is limited.

## Equipment Notes



France is developing this multiple-unit diesel train for rural areas. Apparently VIA is also interested. The above picture shows a prototype. Notice that this train is streamlined. Unlike the IC3 it cannot be coupled together with passage from one unit to another.



This picture shows the **RegioShuttle** made by AdTranz. Unlike the RegioSprinter of Siemens/Duewag or the Talent of Bombardier the RegioShuttle has no articulation but is a single unit car. No passage is possible from one unit to another.



The **Talent**, shown here in The Netherlands on a demonstration run. After Holland, this unit went back to Aachen to be modified for tilting. After that it would be tested in Scandinavia. Again no passage from one unit to another is possible.



The Dutch Railways tried to solve the interconnection between multiple units by placing the cab higher. This train is called a "Koploper" which means it is possible to walk through the head end (Head=Kop, looper=walker). This unit has had problems during cold weather with the passage between units.

When VIA looks for new equipment, VIA may be tempted by the sexy look of streamlined equipment. However at 160 km/h or less, streamlining is not a major factor. Flexibility in operation is at this time more important.

Many countries now enter into build and maintain partnerships with industry. VIA should explore the market before falling in love with one manufacturer.

**Correspondence on Passenger Rail Policies (with comments).**  
**Original Letter**  
**(sent by e-mail and snail mail)**

Date: 13 March 1997.  
To David Anderson, P.C., M.P.  
Minister of Transport

Dear Mr. Minister,

In the past I have felt more comfortable with a Westerner as Minister of Transport. This was the case with Loydd Axworthy (after Pepin), Mazankowski, and now yourselves. I had the impression that Westerners have a greater understanding of the vastness of Canada and the need for good transportation. The western ministers also seemed to be more supportive of Passenger Rail Transport.

Recent actions and statements by yourselves makes me doubt that understanding. Your action in denying VIA Rail to operate 6 times a week between Jasper and Vancouver will deny it badly needed revenue.

According to the Victoria Times Colonist you are reported to have said (regarding the E&N and VIA) that the national subsidy of \$ 170,000 may not be sustainable and that we have to have more passengers. Your actions and statements are worse than a contradiction.

In the political spectrum, I believed that the liberal party was pragmatic and oriented to finding reasonable and cost effective solutions to problems, as opposed to the reform party (backed by the Frazer Institute and the like) which has a dogmatic approach. It is clear that you have now joined the dogmatic approach with the empty slogans of privatization and no subsidies, without solving actual problems or resolving inequities.

While I realize that you were subjected to intensive lobbying by Mr. Armstrong and his tour operation, I had hoped that a more analytical approach would have been taken in regards to subsidies, year round transportation service and service to the public (as opposed to lobby interests). The views of the House of Commons Transport Committee only echo those of Mr. Armstrong and the liberal members on the committee try to out reform the reform members. The pathetic report on "A National Highway Renewal Strategy" is only one example, particularly since highways are a provincial responsibility. There are enough federal transportation problems that the committee could tackle.

I think the Transport Department has failed in the following:

1. Establish a VIA Rail Act, defining the purpose and tasks of VIA Rail
2. Address balance sheets for each mode of transport, taxes they pay, taxes or user charges they collect. So that true subsidies by mode can be determined.
3. Put VIA Subsidies on a rational basis. VIA is charged track user charges by the operating railways. These charges are not controlled but can be dictated by the railways (rather than being mandated as avoidable costs).

VIA also has to pay fuel taxes to federal and provincial governments, which then seem to be allocated (implied) to roadways.

4. Eliminate property taxes for railways. In other words put all forms of transport on the same basis of taxation for right-of-way and infrastructure.

5. Allow VIA to carry express goods, trailers, parcels and mail.

Recently I sent you the March 1997 copy of the Western Newsletter of Transport 2000 Canada with an article on "What are the options for VIA?". Somehow I doubt these articles are ever read.

I do see evidence that approaches by individuals or organisations like Transport 2000 Canada, which may favour passenger transportation are not read, approached with prejudice, considered as preconceived viewpoints and dismissed.

I think constructive proposals could at least be read and perhaps analysed.

**The Reply**  
**(received by e-mail)**

***[Note: Bold, Italic inserts within brackets were added by the Editor for ease of cross reference]***

Date: Wed, 11 Jun. 1997

Dear J. J. Bakker:

Thank you for your e-mail letter of March 13, 1997, regarding rail service in Canada.

I have noted your comments with respect to my decision not to support VIA Rail Canada's proposal to increase the frequency of its service on the Jasper to Vancouver portion of the transcontinental route. At the outset, let me assure you that I carefully considered all of the views and information I received on this matter prior to concluding that I would not authorize VIA to proceed with its plans. VIA has made great strides toward being one of the best passenger rail services in the world, and I am confident that it will continue on this path.

I have also noted your comments concerning a number of rail-related matters, and I appreciate having the opportunity to address them in the order in which they appear in your letter.

***[Answer to 1]***At this time, the federal government is not actively considering a VIA Rail Act. VIA is governed by the regulations of the Financial Administration Act, which allows the government to effectively monitor the corporation's performance and plans.

***[Answer to 2]***With respect to the matter of subsidies, the most recent and extensive study of the subsidies by mode of transport was undertaken by the Royal Commission on National Passenger Transportation. Its 1992 report concluded that, in 1990, subsidy levels for the auto, air and rail modes were \$3.4 billion, \$0.9 billion and \$0.5 billion respectively. Although the rail mode was provided with the lowest level of actual funding, it received the highest level of subsidy when measured by actual use. On the basis of passenger kilometres, the auto and air modes received 1.6 cents and 3.8 cents per kilometre in subsidies, while the rail received 33 cents per kilometre.

Since 1990, government subsidies for the air and rail passenger modes have decreased, but rail still has the highest level of subsidy when measured against levels of usage. Even in 1999, when the subsidy for VIA will be \$170 million, the contribution will be 10 cents per passenger kilometre.

***[Answer to 3]***With respect to railway track use charges, these account for approximately 15 per cent of VIA's total costs. The charges levied by the railways are in accordance with the train service agreement negotiated between VIA, Canadian National (CN) and Canadian Pacific (CP) Railways. The levels of compensation for track use in this agreement follow an established methodology used to calculate the railways' costs.

As well, I should point out that the revenues raised from fuel taxes are not dedicated to highway projects, but are part of the general revenues of the provincial and federal governments.

***[Answer to 4]***Regarding property taxes on railway facilities, the taxes are assessed by municipal governments and do not come under the control of the federal government. You will be interested to note that the railways have been conducting extensive consultations with provincial and municipal government officials to have their level of taxation reduced.

***[Answer to 5]*** Finally, with respect to the carriage of goods by VIA, there is currently no government restriction hindering VIA from carrying the commodities you cited.

## Correspondence on Passenger Rail Policies (continued).

### Original Letter (continued)

After all we try to have a better Canada and we are not personally reaping profits.

Allow me to express my bitter disappointment in the direction the government is going. It has been my view that the removal of the trans-continental trains has greatly contributed to the fragmentation of Canada.

Unfortunately no ministry including the prime minister seems to care.

Yours sincerely,  
J. J. Bakker

### The Reply (continued)

However, to date, the corporation has chosen not to pursue this business.

I trust that the foregoing addresses the points you raised and that you will understand my position on VIA's proposed service increase. Again, thank you for writing.

Yours sincerely,  
David Anderson, P.C., M.P.

### Comments by J. J. Bakker (continued)

***"As well, I should point out that the revenues raised from fuel taxes are not dedicated to highway projects, but are part of the general revenues of the provincial and federal governments."***

As stated before, the fact that there are no allocated taxes does not mean that there cannot be any balance sheets drawn up.

**Alternatively we can say that all highway expenditures are subsidies,** because fuel taxes are just taxes. In which case the answer the minister gave to item 2 was not valid. **Transport Canada cannot have it both ways.**

#### Item 4 - Property Taxes

Yes we know that property taxes are municipal and dependent on provincial legislation. But what negotiating powers are the feds using to change it. Could all railway right-of-ways be declared crown property (through a long term leasing agreement) and then leased back for \$1 to the railways. By giving railway right-of-way the same status as roads they should become tax exempt. The complaint is that the federal government is doing nothing to help.

#### Item 5 - VIA carrying parcels

So VIA is free to carry parcels and express goods. However since VIA is governed by the Financial Administration Act and the government would not give the capital, nothing will happen. Again the government wants to have it both ways, it controls all expenditures and then says VIA has freedom to decide.

#### Conclusion

Which brings me back to the reason for my letter in the first place. VIA wanted to increase service and the government said no.

The Minister chose not to react to any comments about the fragmentation of Canada. It is still there, just note the Salmon War and the premiers.

The openness of the Minister is very much appreciated. I am sure it does not surprise him, that we disagree. JJB.

### Comments by J. J. Bakker

First of all Minister David Anderson should be commended for his detailed reply. His reply gives an insight in the government's thinking, which although informative is also frightening.

The letter was prompted by the decision of the government to prohibit VIA from increasing its frequency between Jasper and Vancouver. The contradictions are still there and have not been addressed.

The responses to specific subjects show where the government stands as far as VIA is concerned.

#### Item 1 - VIA Rail Act.

***"VIA is governed by the regulations of the Financial Administration Act, which allows the government to effectively monitor the corporation's performance and plans."***

In other words the government rather than the board of VIA decides what can be done. In the past we have noted that the government said: "VIA can change frequencies when required". When VIA wanted to increase service, the government stepped in and said no. In other words "the change in frequency" is only allowed if there is a reduction in service.

What Canada needs is a VIA Rail Act that makes VIA a crown corporation. VIA should be given tasks and functions. If the government wants VIA to provide uneconomic, remote services then it should provide defined funding for these services. If the government wants VIA to break even on some segments, then at least it should give VIA the tools to do so.

Transport Canada has however since March 13, 1997 enquired from other countries as to how passenger rail is mandated and funded, so there is a ray of hope.

#### Item 2 - Balance Sheets

The answer here is the Royal Commission on Passenger Transportation. Whatever the Commission says appears to be policy. However there never was a debate in the House of Commons on this report, nor did the government formally accept any of the recommendations. The Liberal Party was very critical in fact of the Royal Commission, yet once in office flip-flopped and appears to accept the report as gos-

pel. One glaring example of faulty logic was that 60% of all vehicle.km occur in urban areas, yet urban areas get no revenue from the gasoline tax. The balance sheet quoted in the ministers letter is therefore out by a factor of two. The Royal Commission also ignored (and would have difficulty measuring) any interest payments on capital investments made on roads. In fact the analysis of the Commission was flawed and the conclusions faulty. Costs such as policing, accidents, health costs as a result of accidents or impacts on the environment were all ignored.

Because of that there is a drastic need to obtain an up to date balance sheet for each mode. There is a lot of benefit derived from a common data base that is accepted by each mode.

#### Item 3 - Rational Basis for VIA Funding.

***"With respect to railway track use charges, these account for approximately 15 per cent of VIA's total costs. The charges levied by the railways are in accordance with the train service agreement negotiated between VIA, Canadian National (CN) and Canadian Pacific (CP) Railways. The levels of compensation for track use in this agreement follow an established methodology used to calculate the railways' costs."***

But that is the problem and not the solution. The percentage cost to VIA will change, because the railways can dictate charges, and VIA has cut other costs. A good example is the E&N where CP doubled the charges overnight and VIA could not do a thing about it. And harping back to Item 1, the government did not do anything either. VIA has no bargaining position in the negotiations with the operating railways. The established methodology was created by Mr. Pickering (cost plus plus) to compensate railways for operating passenger trains.

If VIA like Amtrak was only responsible for **avoidable costs** like Amtrak, then there is a basis for negotiation. If VIA has some legislated rights, then they have bargaining power.

#### Natural Gas Buses Parked

The Toronto Transit Commission has decided that 50 buses remain parked. There are fears that the natural gas tanks may leak and cause fires. The buses were made by Orion Bus Industries. The fuel tanks were manufactured by the now-bankrupt Calgary firm EDO Canada Ltd. The gas tanks have a double liner: a gas proof rigid plastic inner liner, surrounded by an outer, reinforcing layer that is not gas-proof.

The province safety inspection said the busses could be operated but must be parked outside for safety reasons. TTC is not prepared to take the risk.

# Transit in the Edmonton Region      2. Edmonton

## Introducing Horizon 2000, the new transit plan.

The second of a series of articles by J. J. Bakker.

### All Change in Edmonton

Horizon 2000, the new transit network, was started on June 29, 1997. Edmonton Transit claims that transfers will work better.

### All Numbers Changed

The changes mean that practically all route numbers have been changed. In the sixties ETS changed route numbers by using a letter and number. S was for southside, N north, J Jasper Place, B Beverly and R for Ring routes. In the late seventies they changed back to all numbers, the argument was that information had difficulty with confusion between N1 and B1. The real reason was that computer programmers preferred numbers. Now almost all routes change numbers. The confusion was of course great. Edmonton allowed free travel on June 29 and 30, as well as July 1 for patrons to get used to changes.

### Less Trolley Routes

Operations took advantage of the changes and reduced the number of trolley routes. Route 1 (combined with route 10) was routed to Capilano, Route 2 from Jasper Place to Highlands was extended at both ends and dieselised. Route 120 from Jasper Place to Stadium could still be operated by trolley. Trolley routes 3 and 5 remain. Route 7 and 41 were combined. Peak hour route 133 could be trolley. Route 9 goes to Northgate and there are no wires out there.

### Trolleys Now Uneconomic?

Trolleybuses are advantageous where there is a frequent service with lots of stop and go. Trolleys also outperform diesels on hills. The changes introduced reduce trolley headway to 30 minutes midday, except on route 5.

Supposedly for construction reasons, trolleys are withdrawn during the summer months.

In our view transit systems have an obligation to use their existing resources wisely. All infrastructure in place should be used as intensive as possible. The trolley fleet is in very good condition. Most of them have been parked. The reason, drivers do not like them. The answer to that is:

1. Make trolley network a separate operation.
2. Allow private enterprise to bid on its operation.

The cost of operating a trolley once infrastructure is in place is less than diesel. The aim of Operations appears to be to operate as few trolleys as possible, so that the cost of infrastructure will inflate trolley operating costs.

### Transfer Connections

We have not yet had the time to check all transit connections. However a few checks were made.

At **Westmount** connections midday have not really improved. From north Jasper Place to the University the connections work, in the opposite direction they do not. Connections work in the peak hour. One of the route changes has been to stitch together parts of routes to create a crosstown route from Northgate to West Edmonton Mall. It does not connect with the University bus. Remember that St. Albert found the University market exceeding the CBD market! The CBD routes from St. Albert do well because they also serve NAIT and Grant McEwan Campus.

### Westmount Midday Transfer Times

Rte	Dir	Destination	Min. arrive	past the hour	departs
5		CBD,Col.	10 & 25 & 40 & 55	01 & 16 & 31 & 46	
125	EB	Kingsw,CBD	18 & 48	20 & 50	
125	WB	Jasper Place	10 & 40	12 & 42	
127		Kingsw,Col,Bel	03 & 33	05 & 35	
128	SB	University	18 & 48	20 & 50	
128	NB	CastleDowns	24 & 54	26 & 56	
150	NB	Northgate	28 & 58	00 & 30	
150	SB	JP,W.EdmMall	25 & 55	27 & 57	

At **Southgate** transfers times have increased from 2 or 3 minutes to 4 or 5 minutes. The schedules however also show recovery time built in. The theory behind a Timed Transfer system is that all recovery time be incorporated in the transfer time. By having both the likelihood is that buses will either arrive early or travel very slow. Generous scheduling causes 30% of buses to be ahead of schedule in Ottawa for example.

Some routes have been made more direct such as #6 (was #69) between Southgate and Millgate.

At **Calder** buses no longer connect, as the table showing midday times below shows:

Rte	Dir	Destination	min. past hour
12	SB	Kingsway,CBD	27 & 57
12	NB	Northgate	03 & 33
128	NB	Castle Downs	28 & 58
128	SB	Westm.,Univ	06 & 36
150	NB	Northgate	14 & 44
150	SB	Westm,JP,WEM	13 & 43

Dovercourt was served with a route via Kingsway. Now a transfer is required either at Westmount (which does not work with the route going downtown via

111th Avenue) or at 127th Street which does not work either. There is the indirect trolley route which gives a connection after a 6 minute wait. Hardly an improvement in service. Service to West Edmonton Mall and Northgate are better however.

At **124th Street and 118 Avenue** buses from Kingsway going to Calder used to connect with trolley route #3 coming from 124th Street and going to Jasper Place. That connection no longer works.

### Information Effort

Edmonton Transit made a great effort to inform the public of the changes. ETS placed information kiosks and displays at major shopping centres and at the adjoining transit centres.

Route schedules were widely available. All drivers have been given an "ETS Book of Routes" (all schedules bound into one book). ETS has also put all maps and schedules on the internet. (<http://www.gov.edmonton.ab.ca/transit/>).

Edmonton now also uses **BusLink** where every bus stop has a number. By phoning 496-1611 plus the four digit bus stop number, scheduled arrival times are given. Ottawa has a similar system. Since BusLink is not dynamic, if and when buses are starting to run early as they do in Ottawa; BusLink loses its effectiveness. In France transit is using a dynamic system (for example in Nice).

So in Edmonton when you get to the bus stop and want to know when the bus comes, you can either check BusLink or check the internet...

The website also gives other information about ETS and is quite interesting.

ETS found it necessary to make some service adjustments as a result of public complaints almost immediately after introducing the new system. The website gives these changes.

In September services will be further augmented with additional trips for schools and the University.

### Conclusion

If Edmonton Transit thinks that Horizon 2000 will rescue them, they may well be disappointed. While there have been some attempts to improve connections, too many connections are just nonexistent. With infrequent services like a bus every 30 minutes, transfers should control the system, since Edmonton has many sub-centres.

The reduction in the use of trolley buses while there is a good wire infrastructure in place is almost criminal.

The change of almost all route numbers is confusing. One would have hoped that ETS would have done better.

# Lion's Gate Bridge Saga Continues

## Four Lanes and Tolls?

On Friday August 15, 1997, Highways Minister Lois Boone said that the province is looking for a private partner to develop a four-lane toll bridge at First Narrows from the present three lanes. The company would have to design, build and maintain the crossing. The government will contribute \$ 70 million, the rest will have to come from tolls.

Later Premier Glen Clarke said that he thinks a four-lane bridge, imposing a toll and cutting a tunnel under Stanley Park is the best way to improve traffic (cost about \$ 230 million).

## Municipalities Furious

Municipal politicians on both sides of the inlet are furious. One they do not want tolls. Second with the limited solution proposed, they feel repairing the existing bridge is in that case the option.

## The Nightmare

Converting the Lion's Gate Bridge to four lanes is going to be a nightmare. During construction there will be major traffic blockages. Last year one lane was closed on the Second Narrows Bridge causing major traffic disruptions. A tunnel solution, although more costly (about \$600 to \$ 800 million) would be the better alternative. A tunnel would remove 68,500 cars per day that now pass through Stanley Park and the Westend.

## Tolls Opposed

Municipal politicians oppose tolls. They point at the just about completed \$ 1 billion project of the Vancouver Island Highway where no tolls are charged.

The minister of Highways says that drivers can expect to pay higher gas taxes, or tolls or both in order to pay for rebuilding the region's roads and bridges.

## Region Wants Better Transit

The region does not want more cars, but wants to see better transit. Transit will only be an alternative if it is made attractive. Nevertheless a way has to be found to finance badly needed transit improvements. Here is one suggestion:

## Parking Restraint

People will only start using transit, if parking is a major problem and is costly. Since it is necessary to finance transit, one method could be to require that all cars parked in areas where there is good transit service, must display a transit pass. This requirement would also apply in parking garages.

## Replace Parking Meters

To be able to issue daily transit passes requires ticket issuing machines. By replacing all parking meters (they clutter the sidewalks) with ticket spitting machines (say two or three per block), both parking validation and daily transit passes can be issued. The machines, like those in use at Stanley Park, could accept credit cards, bills or coins as payment. It means that whether people use transit or not they will have to pay for transit. (Just as transit passengers have to pay through property taxes for roads).

## Through Traffic

The road system in the Vancouver Region does not lend itself to by-passing traffic. The advantage of the transit-pass-parking-surcharge is that through traffic does not have to pay, other than fuel taxes. As pointed out in the article in our last issue, the Lion's Gate Bridge should be converted to LRT.

## Park-and-Ride

By creating Park-and-Ride lots, where the transit-pass-parking-surcharge does not apply, car traffic will be intercepted between the areas of no congestion and areas of congestion. Whatever solution is chosen, the Vancouver Region needs not only a comprehensive transportation plan. It also needs a good financing plan, particularly for transit.

## Political Motivations?

Critics of the government point out that while the Vancouver Island Highway goes through NDP country, the Vancouver westend and north shore are not NDP supporters. Maybe that explains the lack of (tunnel) vision in the government's proposals. The government better remember that Vancouver is the cork that keeps the BC economy afloat. JJB

## BC Transit Ridership Increases

### Vancouver region up by 2.8%

Ridership on the Vancouver Regional Transit System increased by 2.8 per cent for the year ended March 31, 1997. Combined ridership on buses, SeaBus, SkyTrain and West Coast Express is estimated at 222.7 million passenger trips (boardings) in 1996/97, compared to 216.6 million in 1995/96. This is the **sixth** consecutive year that the number of passenger trips taken on transit in the Vancouver region has increased.

The ridership increases are attributed to a variety of factors. Overall ridership growth is attributed primarily to continuing population and employment growth in the region.

### 20 Years Seabus

Seabus had its 20th anniversary on June 21, 1997. It was marked with celebrations.

SeaBus led the growth in 1996/97, with ridership increasing 12.1 per cent to 5.4 million passenger trips. The jump in SeaBus ridership is due in large part to the Second Narrows bridge lane closures during the summer of 1996. However, there is also an indication that a number of customers who turned to SeaBus during the bridge rehabilitation continued to use the service after the project was complete.

### SkyTrain up 7.3%

SkyTrain also had a strong showing with passenger trips up 7.3 per cent to 42 million. SkyTrain ridership growth is attributed to increased usage during off-peak hours when more and more people are using the system for shopping, and for sports and entertainment outings. In addition, commercial and residential development around SkyTrain stations continues to contribute positively to ridership.

### Bus up 1%

Ridership on the bus system (including the West Vancouver "Blue Bus" system) grew by one per cent to 173.9 million passenger trips.

### West Coast Express

West Coast Express recorded 1.44 million passenger trips in its first full year of operation.

### handyDART slightly down

Custom Transit ridership in the Vancouver region totalled 866,854 passenger trips on handyDART (excluding attendants and escorts), representing a marginal dip in ridership from the previous year (875,627). The decline is attributed to stretches of severe winter weather in December and January when handyDART services were limited for safety reasons.

### Politicians Happy

"The ongoing commitment demonstrated by Lower Mainland residents to public transit is an important signal that more and better transit services are needed," says Joy MacPhail, minister responsible for BC Transit. "The province recognizes this dedication and need, and is committed to ensuring transit customers are provided with more choices and improved services in the future."

What this statement means in real investment is still unknown.

### Victoria increase 2%

Transit usage in the rest of the province is growing as well. Ridership in the Victoria region was up almost 2 per cent to 20.1 million passenger trips, and up a combined total of 7.2 per cent in all other transit systems across B.C. to 12.4 million passenger trips.

(Partial source:

July 9, 1997 BC Transit Press Release]

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We rely on members for our support. All work (such as editing this newsletter) is done by volunteers.**

Please check your address label. The month and year show when your membership expires. Please renew in time, since all our activities depend on membership fees and volunteer efforts.

### Cruise - Rail Link?

Inside Passage Cruises Inc. is the latest cruise company. However this time it is a Canadian company. It will operate the "Pacific Aurora" (was the ex-CN Marine cargo/passenger vessel "Taverner") a 70 to 80 passenger vessel. There will be a crew of 22 to 24, equally split between marine and service. Operations will start next May 1998.

The "Taverner" was built in 1962. Until the privatization of CN, it operated between St. John's Nfld. and Main Harbor, Labrador.

The new cruise ship will make a weekly trip from Vancouver to Prince Rupert, taking 3 days to get there and 4 days to come back. Operation will be from May 22 to October 12. It will not operate during the winter.

Inside Passage Cruises Inc. would like to connect at Prince Rupert with a dedicated tourist train for the return trip via Prince George. At present there are negotiations with various operators.

### No More Alaska Ferry

Alaska Ferries has made a number of demands, before it will consider resuming service to Prince Rupert. First it wants a permanent injunction against blockades, second it wants fair compensation.

However it also says it will not resume service this year or next year, regardless of whether conditions are met.

The real reason probably is that the ferries no longer meet safety requirements and need extensive refitting. Since the ferry system has failed to invest in the past, the blockade was a convenient excuse to blame Canada for the service reduction. Meanwhile Alaska blusters.

### Container Traffic Up 24%

Container traffic was up 24% during the first 6 months through the port of Vancouver. Vancouver has succeeded in winning back 50% of cargo from Asia to Canada that used to be shipped through the USA. CP opened a Beijing office so as to attract more container traffic.

### Federal Election Results

Party	Seats	Votes	Percent
Liberal	155	4,924,465	38
Reform	60	2,489,877	19
Bloc Queb.	44	1,370,188	11
New Dem.	21	1,421,408	11
PC	20	2,421,532	19
Others:	1	211,677	2
Total	301	12,839,147	100

Turnout: 66.7 percent

It should be a concern that a third of the eligible voters did not go to the polls.

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### Airline Notes

#### Canadian International

At the airline's annual general meeting in Vancouver Wednesday, company president Kevin Benson announced that he had pared down losses for the first quarter of 1997. The losses of more than \$70 million aren't as nearly bad as last year's red ink, which totalled \$111 million.

Six months ago Canadian asked for, and received, wage concessions from its employees. That and help from some of its creditors saved the airline from collapse.

"What we can say is we are where we hope to be," Benson said. "We are in line with the plan."

#### Greyhound Air

Greyhound reports that with seven planes flying, instead of five last year, its load factors in July went up from 75% to 82.4%. Greyhound did not release financial results of its third quarter ending July 31. In the first six month of its financial year Greyhound lost \$ 6.3 million. The pretax operating loss on Greyhound Air was \$ 20.9 million.

#### US adds \$12 coming or going

Effective August 13, 1997 flying to or from the US increased by \$12.00 for departure or arrival (or \$24 for a round trip). Together with airport departure taxes, the tax cost of flying for short haul becomes proportionally large. For example Vancouver - Seattle the fare of \$119 becomes with taxes \$ 199.

Take the train....

#### Canada Reduces Ticket Tax

The Canadian Government is reducing the air transportation tax. The tax funded air navigation and airports. Air Navigation will be funded by user fees to be paid by air carriers (the tax reduction will be part of increased air fares).

The tax goes from \$6 plus 7% to a maximum of \$ 55 to \$ 3 plus 4% to a maximum of \$ 30. The \$ 25 reduction kind of matches the US tax.

The cuts will apply to tickets purchased after Jan.1.1998 for travel after March 1, 1998.

#### Calgary Airport Fee

Effective October 1, 1997 Calgary Airport will institute a new Airport Improvement Fee (AIF). The fee is due when departing from Calgary and unlike Vancouver, will be collected by the airlines through their tickets.

#### Air Canada Traffic Increase

Air Canada, unlike Canadian International has been adding capacity. The passenger increase has exceeded the capacity increase. In the first six months capacity increased by 6.8% and passengers carried by 9.9%. The load factor went from 69.6% to 71.6%. Air Canada keeps complaining about the prohibition to increase capacity between Vancouver and Hong Kong.

This issue was printed on August 23, 1997 and mailed on August 26, 1997.



# Transport 2000 West Canada Newsletter

97 - 4  
September  
October  
November  
December  
1997

for Manitoba

Saskatchewan

Alberta and

British Columbia

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**Our Mission:** *Transport 2000 Canada represents the interests of public transportation by promoting socially, environmentally and economically sustainable policies, programs, services and actions.*



The Streetcar is back on the High Level Bridge in Edmonton, at least during the summer. See page 2 for the latest. Note the new LRT Bridge in the background (see arrow).

## Editorial by J. J. Bakker

In this issue the results of our October board meeting are evident. One of the actions is to increase membership fees otherwise we go broke.

But besides actions there are impressions. The meeting that was held with the Minister of Transport, the Hon. David Collette PC MP, shows a shift in focus. Up to recently the battle was to at least maintain present passenger rail services and to promote opportunities for intermodal connections.

It appears the government does not want to see further cuts in passenger rail. The only line threatened is the ONR service which is funded by the Ontario Provincial Government. Another service that is threatened is GO-Transit, because the responsibility for GO-Transit has been downloaded to Greater Toronto.

The minister seems to be more receptive at looking at all forms of transport. In the past air services and budget cutting got the primary attention. Transport Canada does not want to be in operating any longer. It wants to concentrate on safety, regulation and coordination. The minister is also interested in multimodal terminals, including hubs at airports.

The obstacle of many plans will be with Mr. Paul Martin PC MP, Minister of Finance. He is not interested in providing capital for VIA. Mr. Martin hopes to become Prime Minister some time, and perhaps he too will need a broader view to solving problems.

We wish you the best for Christmas and New Year.

## Membership Rates to Increase

Unfortunately our costs keep going up and our revenue is not. This is the first membership fee increase that I can remember, and I joined 20 years ago. And since that time postal rates and other costs have increased. So we are increasing by \$ 5.00 a year. However you can beat it, if you pay now for future years. So why not renew now through the year 2000.

### Project Membership 2000.

**Why not extend your membership to 2000 at the old rate. Offer is valid until January 15, 1998. Use the form on Page 10.**

The year your membership expires is shown on your label. If it is 1997, send us 3 years fees at the old rate, if it is 1998 send us two years at the old rate and if it is 1999 send us 1 year at the old rate.

All our work is done by volunteers. Help us.

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## Edmonton's High Level Streetcar is Back by Tony Kernahan

Edmonton abandoned streetcars after the war in favour of trolleybuses. One of the more spectacular rides was the trip over the High Level Bridge. The upper deck of the bridge was shared by Edmonton Transit and the C.P.R. The C.P.R. had a single track in the middle which connected the CP Station on the northside with the CP South Edmonton Station at Whyte Avenue.

CP abandoned the High Level track in the early nineties, one of those cosy deals with the NTA without a public hearing.

There have been plans from time to time to place a four lane road on the top deck, also an LRT was proposed and furthermore bike paths.

The Provincial Government has insisted that the path remain available for rail, in case a High Speed Train service would be established between Calgary and Edmonton. The possibility of a rail airport service using Diesel Railcars such as the RegioSprinter has also been mentioned as a possibility.

Last April the ERRS started negotiations with the City of Edmonton to be able to erect overhead wire all the way from 104th Street/88 Ave. to Grandin Station and using the old CP track. Final permission was obtained on July 17, 1997.

ERRS volunteers worked over the next three weekends erecting the wire, and the first test run over the bridge took place on August 12 (using ex-Hankai car 247). Motorman training took place over the next few evenings, and service commenced from Grandin to Old Strathcona across the High Level Bridge at 10:00 a.m. on Friday, August 15 the first day of the Fringe Festival.

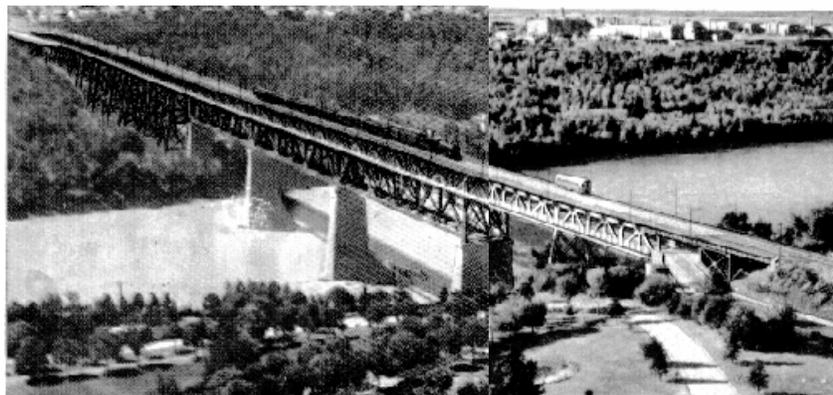
During the Fringe operating hours were from 10 until 10, with a half hour round trip service. The car left Grandin at 0 and 30 past the hour and Strathcona

(85Ave / 104 St) at 15 and 45 past the hour. There are request stops at the south end of the bridge (90th Avenue steps) and 107 St. The actual trip takes 11 minutes (at a fairly leisurely pace across the bridge) so keeping up to time presents little trouble.

Over the whole 10 days of the Fringe about 8,500 (round trip) passengers were transported. With 24 round trips per day that works out at an average of 35 passengers per trip. The response has exceeded ERRS's most optimistic expecta-



This Japanese Streetcar #247 comes from Osaka. It entered service in 1921 and was retired in 1990. It was purchased by the Edmonton Radial Railway Society (ERRS) in 1990 and arrived in Edmonton in 1991. The first operation was during the Fringe Festival in August 1995 (using a diesel generator).



Two old postcards superimposed on each other show the High Level Bridge with a streetcar and a CP steam passenger train going north to Edmonton from South Edmonton. The postcards were on loan from George Burton, President Transport 2000 Saskatchewan.

tions, and many people were boarding at Grandin to commute to and from the Fringe. In the evenings loads of close to 60 were carried.

Service continued until Labour Day as follows: Monday to Thursday, 11:00 to 14:00; Friday, 11:00 to 22:00; Saturday, 10:00 to 18:00; Sunday, 11:00 to 18:00 and (holiday) Monday, 11:00 to 18:00. After Labour Day and until Thanksgiving service has been on weekends only.

The car has performed very well. Rather than storing 247 at Strathcona outdoors (covered with a thick tarpaulin) ERRS will probably truck it down to their car barn at Fort Edmonton to give it a thorough revamp over the winter.

ERRS is busy restoring Edmonton car 33 as a double ender for service on the bridge line in 1998. ERRS would like to put a passing loop in at the south end of the bridge so that service could be doubled. As well, ERRS would like some covered space at the north end of the old bus barns complex as this would give safe storage for the car(s).

### The Other ERRS Operation

At Fort Edmonton ERRS now operates four cars simultaneously - Edmonton 1, Edmonton 42, ex-Toronto Suburban 24, ex-TTC 4612 (one of the PCC rebuilds which was donated by the TTC and which was regauged over last winter). As well, Edmonton 80 is restored and operational but still needs some finishing touches.

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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.

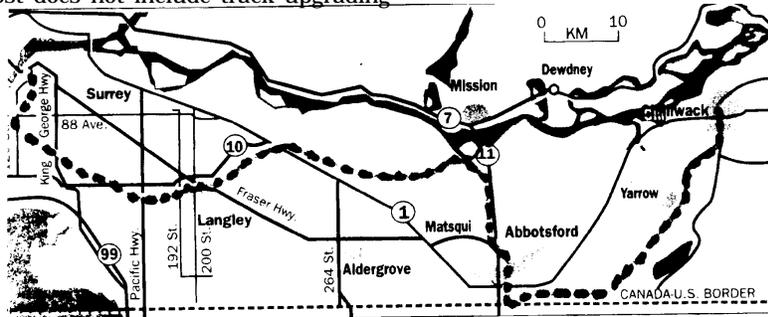
### CO<sub>2</sub> Reduction by 10% Costs \$ 3 billion in Holland

In The Netherlands the plan to reduce CO<sub>2</sub> emissions by 10% by the year 2010 will cost Cdn\$ 3 billion. This was disclosed by the Minister of Environment at a conference in The Hague last August.

To accomplish that, it would be necessary to increase the energy taxes. The present price of regular gas is Cdn\$1.52 per litre.

## Interurban to Chilliwack?

According to the Vancouver Sun (Nov. 10, 1997) the mayors of the Fraser Valley are interested in running a modern interurban from Surrey to Chilliwack. Siemens Transportation, the makers of the RegioSprinter have looked into the capital cost of providing equipment (\$ 40 million). Service would be over the existing tracks owned by Southern Railway of B.C. Southern Rail operates two freight trains per day. The track used to be owned by B.C. Hydro. The capital cost is based on 30 minute peak hour service and hourly midday service. The capital cost does not include track upgrading



Map showing the location of the old interurban line between Surrey and Chilliwack. See page 4 for Vancouver to Surrey map.

like welded rail. Daily operating costs would be \$ 34,000 to be met out of fares. The valley cities are now discussing whether a feasibility study should be done.

Trains would connect at Surrey with the SkyTrain. Ballard Power Systems would be interested in trying out its fuel cell technology on this train.

Maybe it would be possible to create an intermodal station at Chilliwack with Greyhound and VIA, as well as bus feed connections.

The campaign to get this project of the ground is led by Jim Wallace.  
[Source: Vancouver Sun].

## Ottawa Region

The Civic elections of November 10, 1997 saw a new chairman Bob Chirelli of the Ottawa Carleton Region elected. His election means a probable stop to further expansion of the transitway and the creation of a Regional Transportation Department responsible for roads and transit. The new chairman also wants to see a greater priority for a diesel light rail line linking the Transitway west of downtown, through Carleton University and the South Transitway. Transport 2000 has been advocating this proposal as being more cost effective.

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**We rely on members for our support. All work is done by volunteers.**

## Vancouver Regional Transport

### At Present

The province of British Columbia is unique in that the provincial government is responsible (with advice from municipalities) for transit and roadways. It can determine routes and allocate the money.

### A New Authority

The province of British Columbia and the Greater Vancouver Regional District [GVRD] have reached an agreement whereby a Regional Transportation Authority would replace B.C. Transit and

### Reactions

Joy MacPhail minister responsible for BC Transit was quoted as saying that the proposal is a move to user-pay transportation system.

Mr. George Puil, Chair of the GVRD feels that it is a good agreement, since it gives predictable funding and shifts burdens away from the property tax.

Doug McCallum, the mayor of Surrey stormed out of a meeting discussing the proposal. He objects even to the GVRD and does not want to see any more regional anything. In fact he wants to withdraw from the GVRD.

Other mayors see the new authority as another bureaucracy replacing the BC Transit bureaucracy. Another objection is that the municipalities collectively would have to assume a share of the provincial debt for SkyTrain and buses.

### Comment by Editor.

The proposal for the new transportation authority is unique in that the province also transfers revenue sources. This is indeed a step forward compared to what is occurring in Alberta or Ontario.

Unfortunately the Vancouver Region is plagued with a number of mayors, who are keen to get headlines but do not have any kind of regional vision or seem to want any regional responsibility.

In the case of the Ottawa region, the regional board is elected directly by the population. In Vancouver the board is indirectly elected, in that elected bodies in turn (s)elect their representatives on the board. These representatives can then later be criticized because they did not look after the local, narrow views of a particular municipality.

GVRD would be a better organisation if its board was elected separately, and in its organization transportation would be one of its functions.

When it comes to transit, the region has a unique opportunity to set up an organization that is responsible for:

**planning**

**revenue** (fares, taxes, parking)

**ownership** of garages, stations, track, other infrastructure such as trolley wires and the like, trains, seabusses, trolley buses, diesel buses of various sizes, and light rail vehicles.

**contracting** of operations, maintenance and cleaning (BC Transit could become an operating agency responsible for all or part of the operations, just as other contractors can be given such contracts)

**marketing** and public information.

Whether one year preparation time for such a change will be sufficient is doubtful. In any case elections for GVRD Board should be held at the same time as municipal elections.

# Broadway - Coquitlam LRT Lines.

## Where are the Priorities?

The map below, which shows the area to the west of the Interurban map shown on page 3, gives the proposed LRT line on Broadway. Preliminary planning has started on this line and it is becoming evident that protests of NIMBY's is going to increase costs. (NIMBY = Not In My Back Yard).

Already solutions like grade separation, moving the line onto a parallel road and supposed conflicts with north-south roads are being mentioned. All suggestions have one thing in common and that is increased costs.

The first question that everybody should ask is: What is the priority?

## LRT and Access or

### Through Traffic for cars?

A fundamental rule for transportation planners should be: Through Traffic can be by-passed, transit traffic goes through. There are many cities designed on the basis that transit can go right through the centre, while traffic is by-passed around the centre, with access in and out.

So in the case of Broadway, particularly between Main and Granville, the transport components that stay are LRT and Access traffic. Through traffic should get diverted (to 8th and 10th?).

To talk about elevating LRT on Broadway or grade separating LRT at intersections only escalates costs and will deny LRT to other citizens. Please Keep It Simple St.... (or KISS).

## Traffic Management

A three-car Light Rail Transit train can easily get through an intersection in a normal signal phase. So the problem is one of traffic management.

Supposed problems like one short block between Kingsway and Main one solves by timing traffic signals so that Light Rail does not stop in that block.

## Logical Routing

One of the major transportation hubs is the University of British Columbia. However the proposed LRT does not seem to serve it.

The other major route that is so far missing from the plans is a routing to Richmond and the Airport. This routing could go via Granville or Main/Cambie. Vancouver can no longer build freeways even if it wanted that solution. However the commitment to a good LRT network, which would include the north shore, as well as the south, does not exist.

It is not use advocating that people should use transit, if the service is inadequate, with buses stuck in traffic congestion. To design LRT without exclusive lanes would be criminal. The Vancouver region needs leadership and good transit planning, but above all it needs political leadership and commitment. The fragmented approach of the present with each link having escalating costs is not the answer.

We will keep you posted.

JJB

## Some European Impressions

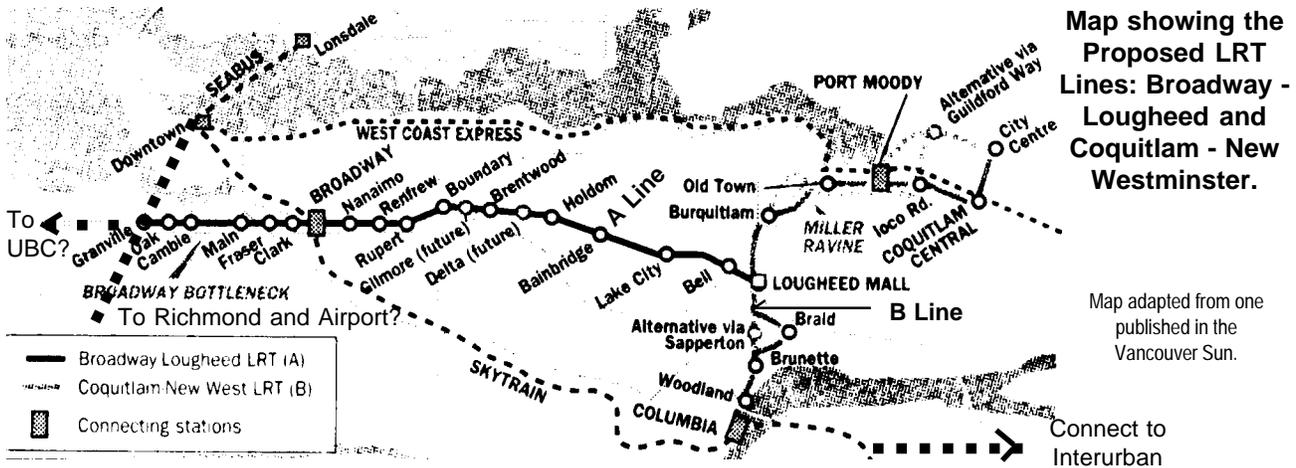
Travelling through Europe both by train and by car, it becomes obvious that transport policies are different.

Passenger rail is very convenient with hourly (or better) train service on many lines. Using clock intervals makes it also easier for regional train and bus services to connect with the railways.

In freight one sees many empty freight yards. The railways have totally failed to attract freight traffic. Bulk freight goes by barge. Most other freight goes by truck. It is not unusual to see on a German freeway half the traffic as truck traffic, occupying more than one lane on a three lane (in one direction) freeway. When it comes to pollution, transport is a major contributor, particularly since most railways are electrified.

Policy wise the European Community is not really helping. Switzerland which wants to use rolling highways for taking trucks through the country is being obstructed by the EU. The EU wants Switzerland to open up its highways to European truck traffic.

Although custom controls have disappeared between most EU countries, it was noted that freeways on either side of border are not always connected. Holland is building a new freight railway from Rotterdam Harbour to the German border which will allow doublestack containers, however at the German border there are few plans to accommodate this freight traffic. Germany favours Hamburg. So there are still many hidden trade and transportation barriers.



Map showing the Proposed LRT Lines: Broadway - Lougheed and Coquitlam - New Westminster.

Map adapted from one published in the Vancouver Sun.

## Letter to the Editor

It is worth mentioning in your next issue is the success of the new 99 bus line in Vancouver. It runs from UBC along the Broadway corridor to Metrotown.

Somebody goofed when the service was introduced in September, I think, last year. At that time the Vancouver Sun was full of recriminations about the

"reduction" in service on the number 9 line which covers the same route.

People reacted in anger against the lengthened head time, from 5 to 6 minutes, of the number 9 buses during midday. What no one mentioned, and BC Transit did not leap in to clarify, was that an excellent express service had been added in addition to the number 9 service. This is the 99, or "Bee Line" service.

Buses make few stops; from UBC to Alma, for instance, they skip 12 stops. This makes them about as fast as driving. Further, they operate frequently--eight times an hour during midday, more frequently at rush hour. Because of this service, I can make my occasional trips to UBC quite quickly. The buses are always well patronized. John Howes.

# Travel Experiences Abroad

## England - Through the Chunnel

After having read a number of articles about the superb service in first class of the Eurostar through the Chunnel, I got the brochure. "Eurostars new level of service." The ultimate level of service starts even before you board Eurostar - with access to Eurostar lounges...plus free luggage handling". "Once on board experience welcome cocktail service, newspapers and a deluxe meal served at your seat". We just had to experience it. Our trip was from Ashford, UK (d.10.28) to Brussels (a.13:44) on Sept.19, 1997.

Before going to the platform one has to clear security with ticket and passport control. There was no lounge. In Ashford the location of each car is indicated on the platform. When the train rolled in, the door of our car was almost exactly in front of us. A nice young man in a nice uniform greeted us: "Welcome to Eurostar". We hoisted our luggage (2 carts with backpacks) on the train, watched by this nice (?) young man, who never offered to help. We thanked him for his assistance (!). But the luggage handling was free.

Once seated and when the train started to move, a nice young lady with nice uniform offered a cocktail and a newspaper. And then she brought a cloth serviette which contained 2 knives, 2 forks and a small spoon. We were getting lunch.

This was followed by a small dish with what looked like some ham and noodles, as well as an even smaller dish with some fruit salad. We disposed of this appetizer because of the quantity quickly. After that the serviette, the remaining unused cutlery and dishes were removed and coffee was served. I asked about the rest of the lunch and then found out that was all. I have had a more satisfied feeling with a brown bag in second class. Later we discovered it was a Light Meal, because it was not lunch time in London.

It takes the train 20 minutes to go through the tunnel and in fact it got somewhat stuffy. In Brussels there was passport control and we could then go to the regular train service to Rotterdam.

## Eurostar and Security

Because Britain insists on very strict security measures, the Eurostar provides only a very limited service. London Waterloo, Ashford in Kent are the only British stations. In France Calais, Lille, Paris (Gare du Nord) and Disneyland are served. And in Belgium there is Brussels.

There are no through trains to Amsterdam, or Cologne. There are plans for service to a ski resort in the winter. There are no sleeping car trains. The cars and engines were built, but are all in storage.

So welcome to Eurostar. JJB.

## Spain

### Barcelona-Granada in 12 Hours

Several of my children travelled by train through Spain some 15 years ago. They had nothing but horror stories. So it was with interest we looked forward to a 12 hour trip from Barcelona to Granada. We had an Europass first class.

Thomas Cook International timetable said there was first class, however we found there was not. So we travelled second. Very comfortable seats, air conditioning, reserved seats, clean chemical toilets, TV with pictures about the main cities served and during the 12 hours three movies. Movies were all dubbed with Spanish, so one could make up one's own story. The seats were reversible so when the train changed direction in Valentia, everybody got up and flipped the backrest of the seat over.

The train ran on time, it split up into various sections such as Malaga, Almeria, Sevilla and Granada. It was only the Granada portion that did not have first class, yet Granada was the most beautiful of the six cities visited.

### Sevilla-Madrid, High Speed

To use a High Speed train in Spain, it is necessary to reserve space and pay a surcharge even with an Europass. Finally we expected to travel first class. The surcharge for Tourist class was about \$ 12.00 per person, for first class it was



The Euromed between Barcelona and Alicante, using surplus AVE trains from Madrid - Sevilla.

\$ 45.00 because one has to eat. So we used tourist class and had sandwiches.

Our advice to anyone travelling to Spain, do not buy a first class Europass. Buy second class, it saves money and the service is the same.

### High Speed Trains in Spain

The line Madrid - Sevilla (standard gauge) was constructed because of Expo 1992 in Sevilla., 472 km. (in comparison Montreal - Toronto is 539 km). It takes the AVE high speed train 2½ hours with one stop at Córdoba. Service is hourly. Between Sevilla and Córdoba there is a parallel track (wide gauge) which provides local and feeder service. (6 trains per day, 4 of which are semi-express).

## Japan

by Ken Moir.

WE started our trip on the positioning cruise of the Sky Princess, going from Vancouver to Osaka. The tour was sold out and had an interesting itinerary. There were days ashore at Juneau, Seward and Dutch Harbour. We then had our 5 day crossing to Japan. There were bus excursions in Muroman Japan, Vladivostock, Pusan and Hiroshima.

Our youngest son and wife met us at Osaka, and we all took the fast train to Kanagawa, where they live. We travelled on more trains than we can remember - all were electric, all were right on time, some were comfortably full, some were crowded like sardine cans, but all were clean as were the stations.

We do not read or speak Japanese, but we found quite a number of situations where a word or two of English on signs helped a lot. Quite a number of Japanese speak some English.

We will long remember all the trains and stations, and the huge crowds who get where they want to go on Japan's vast rail network. It is a country with reduced visibility in general due to smog that seems to be nearly always present.

We flew back Tokyo - Vancouver on Canadian Airlines DC10 with 45 passengers, the only flight of many so sparsely used.

Both services are good. The AVE rides very smoothly on excellent track. However to have double track for hourly service looks very expensive. At both ends there is spare equipment standing. Recently six units were regauged to wide track and placed in service along the Mediterranean coast between Barcelona, Valencia and Alicante. They are marketed as the Euromed. Although many infrastructure improvements have been made, they do share the track with slower trains.

Anyone thinking about high speed trains in Canada would do well to visit the Madrid - Sevilla line and question the economics of an exclusive line. JJB

# Is Transport Canada Changing ?

The new minister of transport, Mr. David Collette PC MP, said after his election that he would be pleased to meet with Transport 2000 Canada. Well he kept his word and the meeting took place on Friday October 24th, 1997.

## T2000 Submission

There were three briefs submitted to the minister.

### 1. The Need for a VIA Rail Act

A VIA Rail Act would make VIA a crown operation with certain mandates and rights. At present VIA is governed by the regulations of the Financial Administration Act, which gives the government direct control.

### 2. Environmental Action Fund

Transport 2000 Canada reiterated its proposal for transit passes to be tax deductible, but also advanced a proposal to create an Environmental Action Fund.

Basically it would mean adding "x" cents per litre to the gasoline tax per year for environmental purposes and dividing this money between Intercity Rail, Urban Transit and the Environment.

Environmental Fund Proposal					
Year	1999	2000	2001	2002	2003
Income Split					
Intercity Rail	33%	30%	26%	23%	21%
Urban Transit	34%	35%	38%	45%	52%
Environment	33%	35%	36%	32%	27%
Surcharge (¢/litre)	2.0	2.6	3.3	4.1	5.0
Fund Generated (\$ millions)					
Intercity Rail	207	244	268	277	328
Urban Transit	212	285	392	543	813
Environment	207	285	372	386	422

By adding one cent per litre each year bottleneck relief on the National Highway System could be provided. This would provide climbing/passing lanes and grade separation at grade crossings.

A longer term project would be electrification of the mountain railways: Calgary - Vancouver and Edmonton - Vancouver.

### 3. Subsidies to Highways

The third topic raised was the costs of highways and that expenditures on highways exceed revenues (fuel taxes federal plus provincial) by \$ 5.5 billion per year.

When discussing subsidies to create a level playing field (and users pay) these statistics should be kept in mind.

It was also pointed out that the average European price for gasoline is US\$ 3.69 per gallon (Can\$ 1.39 per litre) compared to Canada US\$ 1.75 per gallon (Can\$ 0.68 per litre). The U.S. price is US\$ 1.35 per gallon.

The delegation was well received, although the minister indicated he doubted he would be able to get cabinet support for increased gas taxes.

## Impressions

In determining what is going on in Ottawa, we at Transport 2000 carefully read newspapers and the speeches by the minister. In that aspect there are positive changes from the past number of years.

## Passenger Transportation

The most remarkable aspect is that the minister talks about passenger transportation as being important and worthy of the minister's attention. No longer is the language one of cuts, cuts and more cuts but instead there is talk on what is needed, such as intermodal terminals and passenger trains. There is vagueness however as to how the financing should be handled.

## Intermodal Connections

In a speech in Denver the minister first talked about intermodal freight. Then he discussed passengers. First he congratulated Amtrak and VIA for the introduction of a new joint pass starting January 1, 1998.

After mentioning the progress in seamless transportation in the airline industry

and pre-clearance agreements, he talks about connections with surface transportation. He described them as inadequate and considers that intermodal improvements are needed.

In a speech in Halifax (Nov.17,1997) the minister returned to this subject. "But despite very significant improvements in the airline industry, connections with the surface transport that takes people from the airport to downtown are all too often inadequate. You can sometimes spend almost as much time getting to and from the airport as you did in the air." .."One way to do this is to build better links between our urban airports and our downtown cores, to make travel to and from the airport more seamless and more efficient. We need to coordinate public transportation to high-use hubs - such as airports - so there is an easy way to get to them even with luggage.

We want to promote common ticketing and common luggage handling facilities, so that if you are downtown in a Canadian city, you can check your bags, get on the bus or train, and go to the airport."

And later in Toronto he said: "There are two examples of intermodal transit facilities in Toronto that could be developed with private sector involvement: Pearson Airport and Union Station". Transport Canada is looking into the most effective way and cheapest way of linking the CN main line with the new terminal at Pearson. Mr. Collette comes from Toronto but he did mention that other cities could use initiatives.

## Passenger Rail

The Globe and Mail reported on November 6, 1997 that Mr. Collette had asked for an extra \$ 80 million for VIA Rail. He is also seeking money for federal-provincial highways and to upgrade the Trans Canada Highway. He argued that investment in transportation infrastructure would strengthen national unity.

In a speech later in Toronto the minister talked about public-private partnership. The press immediately said VIA was going to be privatised. However in a subsequent radio interview on CFRA Ottawa, the minister only talked about partnerships. To quote: "So I guess what I am saying is there'll probably be a level of subsidy needed by the public sector, but can we use the private sector and structure partnerships so that they can then go out and raise money to pay for the equipment against the revenue streams over the life of the franchise?" On page 9 we give an example of a possible public-private partnership arrangement for the corridor.

## What about the West?

The one concern one could have is the following in the same interview: ".You could in effect segregate each of the operating units which form the services of VIA: the Western trans-continental or tourist services, the Atlantic, you know, the corridor services, Montreal - Toronto or Toronto to Windsor, and you could have them as business units, if you will. And you could put out a request for proposals and have private companies bid to operate those for VIA, for the national passenger rail system now."

It is disturbing to see that the West is only considered as a tourist service and not a transportation service (ie. all year service) that also may carry tourists to get extra revenue. The fear is a sell out to Rocky Mountaineer and give them all the equipment, just when The Canadian is becoming profitable.

## Is Britain an Example?

Another concern is that the minister has also frequently referred to Britain as an example. From one unified rail system, Britain has gone to an uncoordinated group of franchises serving various areas. Through ticketing is now very difficult .

The subsidy to franchises in 1996-1997 is one third higher than what it was in the last year of full British Rail operation in 1994. At the same time fares have been increased by about 46%.

The beneficiaries of privatisation have been those who are involved in RailTrack which owns the infrastructure. During privatisation large sums of money were needed for lawyers and consultants, nothing was spent on service improvement.

It is to be hoped that Canada will be spared the British example. That does not mean private-public partnerships are not possible or desirable. See also page 9.

# Amtrak, Administration, Congress and Labour

## A Different Process

Funding for Amtrak is quite different than occurs for VIA. The process in the United States is difficult to follow or to understand. However notwithstanding the many players there is a bipartisan desire to have a national passenger rail system.

## National Support

Because Amtrak operates nationally with a transportation system, and not a tourist train for one part and transportation somewhere else, there is national support.

A Gallup Poll sponsored by CNN and USA Today asked whether "the federal government should continue to provide funding for the cost of running Amtrak, in order to ensure that the US has a national train service, or the federal government should stop funding Amtrak, even if that means the train service could go out of business if it doesn't operate profitably on their own." 69% Favoured Amtrak Funding.

## Amtrak Funding

Amtrak obtains its revenue from a variety of sources. First of all of course there are passenger fares. But in addition there is revenue from moving express goods such as parcels and mail (mostly second class mail).

Amtrak also operates under contract a variety of commuter services.

And Amtrak has bipartisan support for federal funding. The Amtrak ("Roth") capital funding in the Taxpayer Fairness Act is \$2.323 billion (= Cdn 324 million allowing for population and exchange rate). In addition there is an operating subsidy of \$ 202 million (Cdn \$ 285 million) and a mandatory funding of \$ 142 million.

Part of the funding approval was establishing a smaller Amtrak Board and limiting the liability of Amtrak. While Amtrak funding was difficult, the appropriations committees sent highway spending skyrocketing in fiscal 1998

Amtrak also gets specific funding (for particular trains) from a number of States. A Republican Congress wants to give the states greater authority in how they spend transportation funds. Some states use some of the federal funding to support rail services provided by Amtrak.

## Labour Agreement

For a while it looked as if Amtrak was going to face a crippling strike, just when congress was bogged down in its discussion on Amtrak funding. Fortunately the unions and Amtrak came to an agreement on November 2, 1997.

## Costs and Services

Amtrak has reduced costs by operating trains daily instead of three times a week. This was done by removing some trains which looked in Washington DC as being a parallel duplication.

Amtrak Northeast introduced the Twilight Shoreliner, a new Boston-Newport News overnight train on July 11.

In other cases patronage is being built up and then trains are added. In February the fourth Texas Eagle is being added (Chicago-San Antonio-Los Angeles).

Amtrak also considers Express as essential for revenue. Union Pacific was one of the railways that opposed Amtrak on this. Amtrak would not mind to see partnerships with freight railways.

## Half Cent Solution

For a while it looked as if the half-cent per U.S. gallon gasoline tax would have been approved. In fact the equivalent amount was incorporated in the budget. Environmentalists and others still hope to get the allocated tax incorporated in the legislation.

## Northwest Corridor

There is a continuing investment in the Northwest corridor. However the participating states (Washington and Oregon) would like some support from British Columbia and Canada for a portion of the Seattle - Vancouver train. Unfortunately relations at the political level with British Columbia are at rock bottom due to the salmon dispute. British Columbia uses linkage in disputes. In a time that the fishing and forest industries are suffering, it does not make sense to hinder transportation and the tourist industry.

## Comment by Editor

*The great difference south of the border is the involvement of many of the elected representatives. The party discipline is different, allowing bipartisan co-operation. Just about every year there is an attempt to kill Amtrak.*

*Both VIA and Amtrak need long term capital funding commitments. JJB*

## Greyhound Taken Over By Laidlaw.

### Greyhound Air in the Kennel

Greyhound Air was grounded on September 21, 1997. It's all because of a friendly takeover by Laidlaw Inc., a Canadian company that provides emergency health-care transportation, school busing, garbage disposal and other municipal transit services. Laidlaw wants access to Greyhounds successful bus business, but not the airline which has had only marginal success.

Canadian Airlines honoured tickets booked with Greyhound Air for travel

## Altogether Now...

"The Times" in London UK reports that "Eurostar's £ 200 million (Can \$ 456 million) plan to run luxury "hotels" on wheels between Britain's regional cities and Europe have been scrapped. More than 30 of the cars, featuring bedrooms and reclining seats, have been delivered out of a total of 139. But doubts about demand and the inability of the Eurostar engines to supply enough power for washing facilities and lavatories have indefinitely postponed the plan. **If all the lavatories were flushed at once the train would come to a halt.**

## The original plan

Special and very comfortable night trains ("sleepers") have been constructed to be used in the Chunnel linking the north or west of England with Paris. London would also be linked to Amsterdam, Dortmund and Frankfurt.

It was believed that also Belgium, Berlin, Switzerland, Copenhagen, Prague and the south of France would get direct night trains to the UK. That would have meant a lot of international trains to/from the UK.

The normal composition of the night trains would have been:

2 x 5 sleepers

2 x 1 lounge/service coach

2 x 2 'sleeperette' coaches with reclining seats

The sleepers have a capacity of 20 passengers, compared to 22 in Canada.

The sleepers have 10 compartments with 2 beds, 6 of which have a shower and a toilet. The other 4 have a toilet and a lavatory. With this kind of luxury compartments, ENS (European Night Services) aimed at a high profile market segment. For the budget traveller the concept foresaw sleeperette with reclining seats. The more conventional sleeper trains in Europe have couchettes.

The reason for the delay is mainly due to the incredible complexity of the stock. One of the problems to solve is the weight of the coaches. The reason for the high weight is mainly due to the quantity of water on board for showers and toilets plus the weight of materials needed to meet the draconian fire regulations for the Tunnel. [Source: Internet].

after September 21.

Laidlaw will merge its bus services in the Western provinces with Greyhound. In the spring, Greyhound said it was looking for a strategic partner. Although the peak summer travel season has produced satisfactory results for Greyhound Air, operating losses would have been likely during the slower winter season.

Shortly after the takeover Mr. Dick Huisman, CEO Greyhound Canada Transportation Corp. and the architect of Greyhound Air, left the company.

# Via Rail derailment

## One Killed, 60 Injured

On September 3, 1997 Via Rail's Canadian derailed overnight, about 200 kilometres west of Saskatoon on a straight section of track. The train was travelling from Vancouver to Toronto. There were 200 people on board (half the passengers were visitors from abroad). Twelve of the nineteen cars jumped the tracks, about 80 kilometres west of the community of Biggar. The engines finished up on their sides, but most derailed cars remained upright. Fortunately the crash occurred in gently rolling landscape.

A Brooklyn, New York woman was killed and 60 other people were injured when the train left the tracks near Biggar, Saskatchewan. The injured were taken to a hospital in Biggar, Saskatchewan. Most of those had minor injuries. Six people were transferred to a hospital in Saskatoon. The husband of the woman who was killed in this week's train derailment in Saskatchewan has hired a lawyer in Saskatoon. Seymour Kaplan says he's grateful for the treatment he has received at Royal University Hospital.

## Broken axle

The cause of the accident was a broken axle, the lead axle of the second locomotive. Via Rail suspended four workers as a result of the derailment of a Via Rail train on Wednesday. Via officials acknowledged the temporary suspensions of a maintenance foreman in Vancouver, the two engineers who took the train out of Vancouver, and a maintenance foreman in Jasper.

The train left Vancouver in what was thought in good condition. The axle had been reconditioned, the wheels were new, the bearings were reconditioned or new and the whole assembly had been installed. A warning was flashed to the train crew about a bearing getting hot within two hours of departure. The train was stopped and inspected, but they were told to disconnect the warning system and carry on!

The normal procedure is that if no problem is found after a yellow light comes on (101 degrees plus), the train may proceed but must stop every 30 minutes for inspection. If a red light comes on (121 degrees) the crew must stop the train, locate the hot bearing and proceed slowly to the next location at which the locomotive can be detached.

## Where Did the RDC's Go?

As we reported in our Jan./Feb. issue VIA sold 13 RDC's to Dallas, Texas. These 13 units were overhauled by GEC Alsthom AMF Transport at Montreal. The total cost of purchase plus renovations was Can\$ 30.1 million. The vehicles were stripped and fitted with new windows and interiors.

## Some Background

Some, but not all of VIA's locomotives are equipped with sensors on the outside bearings and on the inside sleeve bearings. Wayside hotbox detectors do not always detect hot bearings, but in any case would not detect an overheated inside sleeve bearing. The prime cause, the overheating of the bearing could be in a scratch on the axle or the wrong tolerances used. At the time of writing that cause is unknown.

VIA is the only railway on the North American continent that has installed heat detecting sensors on the bearings of engines and cars. This is worth noting, considering that there are freight trains with dangerous goods that do not have these safety devices. Safety devices are of course useless if they are disconnected or tampered with when they give a warning.

After the disconnection the train proceeded to Jasper despite serious heat stress on the axle. It was again inspected at Jasper, and it was again allowed to continue. Near Biggar the axle broke and must have scattered hot metal around. The colour picture in Macleans Magazine clearly shows burned grass adjacent to the track.

## Changes in Operations.

VIA is proceeding with its plans to change crewing of its trains. VIA intends to merge the duties of the current conductor/assistant conductor and locomotive engineer positions as well as assign all customer-contact responsibilities to its on-train customer services employees.

## VIA names Terence Worrall to carry out safety review

In response to the Safety Board Interim Report VIA Rail appointed Terence Worrall, formerly with British Railways and now a consultant to carry out a third-party review of VIA's maintenance and operations procedures and practices. VIA expects this review and recommendations to be completed by year-end.

## Other Safety Initiatives

Other initiatives taken by VIA since the Sept. 3 incident at Biggar are:

- Complete audit by GM of all components of and assembly procedures related to the wheel assemblies on VIA's F40 locomotives, to ensure that all equipment and all maintenance procedures meet the manufacturer's specifications
- GM asked to implement advanced training program re wheel and axle assemblies and their monitoring systems
- Complete audit of all suspension bearing safety systems to ensure that they are fully functional and in good working order
- Complete recertification of all components of these safety systems
- Issuance of strict instructions to its operating personnel that trains are not to be operated if on-board hot bearing monitoring systems are inoperative
- Provision of refresher training sessions to ensure that all operating crews receive the necessary information and instruction in the procedures to be followed for the safe and proper use of the locomotive hot bearing on-board monitoring system, including procedures to be followed in the event of a warning alarm being received. VIA has also addressed through training the safety procedures to be used by crews in case of an accident.

## Diesel Rail Cars - Equipment Availability

### Vancouver Island

The condition of the Rail Diesel Cars running on Vancouver Island is not very good. There are three cars. At times none are operational and bus service is being substituted.

VIA says they only have one operational and if something goes wrong there is no service. VIA is getting a new transmission from Voight in Germany which should put a second car back in service. Replacement trucks have been located in Montreal and they have been shipped to the west.

VIA is also trying to use seats from scrapped cars to replace some of the seats in the present equipment. However VIA does want to keep costs down since the route is not profitable.

VIA has been marketing the service and patronage has increased. It does not help of course that CP doubled the track user charges when BC challenged the proposed withdrawal of service.

### Sudbury - White River

Dale Wilson, President of Transport 2000 Ontario made the return trip from Sudbury to White River. The train provides a very necessary service for both tourism and economic activity to areas without road access. He found the crew gave excellent service. However the equipment was another story. Like on Vancouver Island three units are assigned to the route. Two are combination baggage-passenger and the third is an all baggage car. Two units are used. Each unit has two motors. On the westbound trip one out of four of the motors was out, on the return trip two of the four motors were out. Running like that puts extra strain on the motors that are working, and the train runs late as a result.

VIA is aware of the problems, but does not have the funds to re-engine the Rail Diesel Cars. On the present basis the service is not likely to survive.

[Source: Ontario Newsletter, Sept-Oct.1997]

# Equipment and Service in the Corridor

## LRC Cars and Engines Too Costly

The LRC fleet is costly to maintain. Running three of four car trains pulled by an engine designed for transcontinental trains is also too costly. The estimate is that if diesel multiple unit trains were used, twice as many trains could be run at the same cost. For example between Montreal and Toronto there are now four trains per day. By running eight trains at the same cost, the potential market would increase, particularly if Dorval Airport was also served. The additional service would increase revenues which in turn would balance the books.

The question then becomes which train is best for VIA. Some considerations should be of a practical and cost effective basis, rather than how attractive the train looks.

### Articulated or Conventional?

This article is not going to deal with the merits or demerits. A very good article appeared in the October 1997 issue of Modern Railways. This article by Colin Boocock favours articulated multiple diesel units. Articulated trains also have less risk of jackknifing.

### Operations

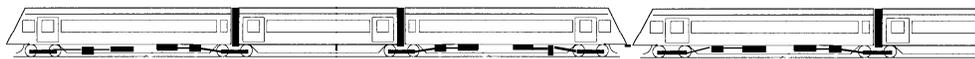
The experience with the IC-3 test has shown that trains should not be too short if they are to be detected by rail circuits. These circuits activate both signals and railway crossings. At least four trucks (8 axles) are required.

The other requirement should be a floor ratio of 1 to 2 between VIA1 and Coach (or Business and Economy Class). A 3-car train, articulated or not, would then be the answer.

On the other hand trains should not be too long, because then there are too many seats to fill at any one time. It is easier in operations to add an extra unit during peak demand periods. Short trains would permit more frequent trains, which gives a greater choice to passengers.

In The Netherlands a fixed interval service is maintained throughout the day. However the peak hour train of 16 cars may be only 3 in the late evening.

The multiple engines in a unit will also provide power in the case of breakdown of one engine. They also provide better acceleration.



In this sketch, two streamlined articulated diesel units are shown coupled together. Neither personnel nor passengers can go from one unit to the other.



In this sketch, two straight-front-end articulated diesel units are shown coupled together. Personnel or passengers *can* go from one unit to the other.

### What Kind of Service?

A good rule of thumb in public transport is that the headway (time between two trains or buses) should be equal to the travel time. In the corridor that means Ottawa - Montreal a train every 2 hours. For Ottawa or Montreal to Toronto one has to consider Kingston midway. Again a two hour service would result, but the Ottawa - Toronto(-Pearson) and Montreal - Toronto(-London) trains can be combined or split in Brockville..

Quebec - Montreal is 2½ hours, so make it match the 2 hour headway. Toronto - London via Aldershot is 2 hours, London to Windsor is 1½ hours. Toronto - Kitchener - London could also serve Pearson Airport (travel time 3 hours, Kitchener is halfway). Toronto - Niagara is 2 hours and should also be a candidate for serving Pearson Airport.

## French Rural Diesel TGV Is of Interest

Last summer the minister of Transport, Hon. David Collenette travelled through Europe. While there he looked at High Speed Trains, Intermodal Terminals at airports and the Regional diesel trainsets made by GEC Alsthom. There are two and three car versions. The trains are not articulated. In the 2 car version all trucks are powered (one axle per truck). In the 3-car version the middle section has unpowered trucks.



Prototype of French Diesel Rail Multiple Unit.

### Technical Details

Maximum Speed: 160 km/h  
 Diesel Engines: 4X300 kW  
 Braking: Hydro-dynamic  
 Suspension: Pneumatic  
 Speeds could be higher if the train had tilting.

### Capacity

2 car unit	3 car unit
Length 52.9 m	Length 79.4 m
Seats: First: 22	Seats: First: 22
Second: 128	Second 206

### Streamlining or Straight Front-end.

Streamlining looks much nicer. The long front nose, as it were, also helps in energy absorption in case of a collision. At speeds of 160 km/h or less, there is no need for streamlining.

A straight front-end does not look as nice. The big advantage is however in staffing of the train. If one can go from one unit to the other then a catering trolley can be used for both, only one train supervisor is needed and the like. The ability of staff to go throughout the train also helps in security on the train. When streamlined units are coupled, staff types have to be duplicated in each unit increasing operating costs..

It was noted in Spain's AVE (High Speed Train Madrid-Sevilla) that the system was very reluctant to add a second set, because of the high staffing costs.

The best train connection on the market has been fitted to the IC-3 made by ADtranz. It uses air pressure to provide a sealed connection. The driver's position is folded to the side. Energy

absorption is achieved by having no passenger space at the end of the unit. The same end connection has also been fitted to electric trains made by BN (=Bombardier) in Belgium and Cafe in Spain. So it is possible to mix and match, which makes specification writing so important.

### What Kind of Specifications?

If there is going to be an investment in equipment for the corridor, it is to be hoped that specifications be kept broad and not detailed. Other than the kind of front end, the expected maximum speed and the floor area per train unit required. Options could be diesel, hybrid or fuel cell. It should then give the number of train.km expected per day.

Here is a chance for a private-public partnership. Let the supplier provide the equipment on a train.km basis including maintenance, but excluding fuel. VIA could then staff the train and provide the fuel. By making payment on a train.km basis it will be the manufacturer who will have to figure out the reliability of his product and the amount of spare equipment required. If the contract is for say 20 years, then the population is also guaranteed of future rail services.

These multiple-diesel units can also be used on remote services such as the Skeena run, Senneterre/Jonquiere and Sudbury - White River. Maybe even part of the Hudson Bay route would qualify.

## RegioSprinters on Tram or LRT Lines

There appear now to be three versions of the RegioSprinter. One is the unit used on feeder routes in Germany. The second one is a bit more robust vehicle that can be used on main lines, of interest on this side of the ocean because of buffing strength. The third one is a narrower vehicle (2.65 m rather than 3.05 m) that could be used in the street on tram lines.

It is the city of Zwickau in Germany that will use RegioSprinters on tramlines, so that regional trains can be brought into the centre of the city.

In an expansion of services, local operator Regental Bahnbetriebs GmbH (RBG) has ordered ten more RegioSprinter units for the Vogtlandbahn. These break new ground: in addition to their rail specification. They are equipped to meet the BO-Strab requirements - the German tram specification - and this is the first time a vehicle EBO specifications will be permitted to run on a tramway. The rail vehicle must be equipped with flashing signal lights, brake lights and tail lights, a warning bell, altered brakes, and mechanisms for working points. And the 100 km/h vehicles will be limited to 40 km/h when running as trams. The RegioSprinter still requires a large radius and should not be confused with the kind of operation possible with LRT. To achieve that would require a complete redesign.

German industry is noted for being able to use standard components but to modify designs for individual requirements. The North American approach has been mass production. This is one reason why the North American industry has declined.

So while Karlsruhe has taken Light Rail onto the railway lines, Zwickau is bringing rail vehicles onto LRT or tram lines.

Both the Ottawa-Carleton and Vancouver Regions (Fraser Valley Line) should be interested in this development.

[Source: Modern Railways, September 1997, pge 588].

## GO-Transit Trains Collide

On November 19 dozens of people were injured in a commuter train crash at Toronto's Union Station Wednesday afternoon. Transit officials said a full train was about to depart for suburban Georgetown, and was struck just before 4:15 p.m. by an empty train.

Investigators aren't sure what caused the accident. They are looking at human error, mechanical problems and the condition of the track.

Most of those hurt suffered neck and back injuries. Between 45 and 50 people were taken by ambulance to five Toronto hospitals.

Lawyers are organizing class action suits.

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## BC Ferries Keep Raising Their Rates.

One week after BC Ferries settled with their unions, there was a second increase this year in fares.

For passengers, the one-way fare between the Lower Mainland and Vancouver Island will rise by 50 cents during the low season and will increase by \$1 during the shoulder and peak seasons. One-way car fares will be \$1 more during the low season and \$2 more during the shoulder and peak seasons. On the smaller routes, the one-way fare for passengers will rise by 50 cents while the one-way vehicle fare will increase by \$1. The new fares take effect on Monday, November 17 on the major routes between Vancouver Island and the mainland, as well as the Horseshoe Bay - Langdale and Saltery Bay - Earls Cove routes. The increases will be implemented on the balance of the routes on Monday, November 24 and Monday, December 1. New prices for books of Assured Loading Tickets and Frequent User tickets are effective immediately.

Currently, BC Ferries is the "school bus" for hundreds of students, and also provides free passage for residents who must travel for non-emergency medical purposes. The costs of these programs, plus the free travel that B.C. seniors

receive, add up to about \$8 million a year, a cost that BC Ferries now absorbs.

The government is also exploring alternative financing options with BC Ferries regarding the construction of new vessels and expects BC Ferries to continue to look for additional ways to increase efficiencies.

The new tariff announced today does not include any increases for commercial and bus customers as their fares were set last March for a three-year period. The tariff also does not include a number of mid and North coast runs. New two-year rates for the Inside Passage, Discovery Coast Passage and the Prince Rupert - Queen Charlottes route were announced in December of 1996 to facilitate international marketing.

This second fare increase this year, raises fares by about 35%. It has been received with great hostility, demonstrations and short blockades.

BC Ferries is building fast catamaran ferries, the first one should be launched in January 1998. Debt payments are greatly contributing to the deficit of BC Ferries. The government now wants the ferries to get closer to break even, because of its own budget problems.