

# TRANSPORT ACTION NEWSLETTER

Volume 35 no 2 — June 2014



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## Life is short, SO, JUST GET THE TRAIN ON TIME !

A hundred years ago, the last spike of the Grand Trunk Pacific Railway was put in place near Fort Fraser BC. This marked the inauguration of Canada's second transcontinental rail line, later operated by Canadian National Railways from after World War I. While opening new territories for development, it allowed more passengers trains to reach the western shores of Canada (at Prince Rupert). A century later, trains can be faster and are more comfortable than they were, but when it's time to roll, they don't !

Yep, many people, companies and tourist associations on the Prairies and BC have their own story about delays on passenger trains with frustrated travellers who have been shelved on a siding for hours waiting for a green light as long freights pass.

What can we do about this ? Nothing? I don't think so. It is true that passenger trains have lost their priority over bulk freight, oil, grain and containers. Also, over the last twenty years, private rail owners have preferred distributed profits to their shareholders rather than really improve rail capacity. As a recent example, CN's profit was \$623 million in the first quarter of 2014. That's three times the amount VIA receives in a year ! Yes, here and there the pri-

vate railway owners have lengthened sidings, renewed their motive power, signals, rail and ties but all this amounts to nothing compared to the achievement of 100 years ago.

I always thought that improving infrastructure would increase mobility for goods and people. Looking at the recent facts and figures of the railroad industry, I conclude that I may have read the wrong economy textbooks! So, we



SIGN OF THE LAST SPIKE IN FROT FRASER BC

now have less rail lines and more trains sharing tracks. The order of the day!

So much for our frustrations: - what can be achieve to take passenger trains out of the siding? Giving public money to private rail companies for improvement of rail capacity? Lengthen train schedules so It can arrive on time ? No. It has been tried before. You have to know that VIA Rail and private railway owners have a contract and in any contract

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## Passenger rail in northern Ontario

# A REPRIEVE FOR THE ALGOMA CENTRAL

KAY CHASE | MICHIGAN ASSOCIATION OF RAILROAD PASSENGERS

As suddenly as an extreme rain event or snow storm cuts off access to towns and settlements in the Algoma Country north of Lake Superior, the Canadian National Railway announced on January 24 that passenger train service on the Algoma Central Railway north of Sault Ste. Marie would cease on March 31, 2014.



Reaction was swift among the people who live and work along the 300 miles of track that stretch from Sault Ste. Marie to Hearst and they set to work to save this vital service. Their work paid off with the April 14 announcement by the Minister of Transport, Lisa Raitt, that financial support for the service will continue for another year. Significantly, the Minister made it clear that government fund-

ing will not be part of any permanent, long-term solution.

At issue is \$2.2 million in annual funding provided, since 1977, to the Algoma Central Railway (ACR) to provide passenger service, operating on tracks owned by Canadian National Railway. Under provisions of the Remote Passenger Rail Program adopted in 2013, the ACR passenger service was deemed to no longer meet the criteria of providing access to communities with few or no other

transportation options.

In reality, while Sault Ste. Marie, Hawk Junction, and Hearst have highway access, many of the sixty-four stops along the line are “whistle stops” that are difficult or impossible to reach by car. This became immediately apparent at a standing-room-only town hall meeting in Sault Ste. Marie, Canada, on February 19, as a succession of speakers spoke of what the loss of the train would mean for their families and livelihoods. One, a trapper, said he would not be able even to retrieve his trap lines, worth thousands of dollars. Not only have generations of “cottagers” used the train to get to properties in this remote area, but there are scores of operators of hunting and fishing lodges, and other commercial ventures along the route for whom the train service is essential.

Also at issue are ambitious plans to expand a fledgling tourist industry focused on sustainable, environmentally sound, ecological and cultural tourism. The Agawa Canyon fall color tours and the snow train are well-known (and also in jeopardy) and the Searchmont Ski Resort is popular. Less well known is the Searchmont Music Festival which last fall featured a special train to the event, with musicians on board and troubadours leading folks from the train to the festival grounds. There are plans to expand the scope of the annual train tour celebrating the legacy of Canada’s famous “Group of Seven” landscape painters and offering a bonus exploration of the town of Wawa, a favorite haunt of the pianist Glenn Gould. Students ride the train to Hearst for French language immersion study.

Having achieved the short term goal of keeping the train running for another year, the ACR Passenger Service Stakeholder Committee, comprised of municipalities, First Nations, tourist operators, and cottage owners, now has a major challenge ahead in seeking a solution to ensure the long term viability of the service. The respected accounting firm BDO Canada LLP has agreed to help assess the economic impact of the Algoma Central passenger service. The Sault Ste. Marie City Council has voted \$50,000 to support the effort. The small communities of Wawa and Hearst have each pitched in \$5,000, and tiny Dubreuilville has contributed nearly \$1,000.

The results of a stakeholder survey that drew nearly 500 responses was released on April 18, providing a significant sample size for the economic assessment of the service. The results of this assessment will bolster the case for continuation of the Algoma Central Railway passenger service as a worthwhile investment.

*Editor’s note: Michigan Association of Railroad Passengers (MARP) members Robert Tischbein, Don Monteith and Kay Chase attended the February 19 meeting in Sault Ste. Marie to express concern about the cancellation of passenger service at Michigan’s border.*

*On April 17th at a meeting of ACR Stakeholders, BDO presented the executive summary and final draft of the “Economic Impact Assessment of ACR Passenger Service.”*

*Read the draft report and executive summary at [www.algomapassengerail.com](http://www.algomapassengerail.com).*

*Reprinted from The Michigan Passenger, Spring 2014, published by The Michigan Association of Railroad Passengers.*

### From page 1

there should be penalties if one of the parties don’t respect the agreement. So, I think its time to begin a lobbying effort to make CN respect the train schedules it has contracted with VIA to operate, through a Rail Passenger Train Act similar to the Grain Act. If the government can legislate to have the railways move grain in certain amounts or face fines, it should do the same for rail passengers.

Setting a rail schedule and sticking to it seems to me is at least a small step to acknowledge the human effort made to link up our country by rail a hundred years ago. —Based on a text by Horace Brown

# Halifax

## Green light for commuter rail study



After years of talk, Halifax is planning to move ahead with a commuter rail study.

The municipality is seeking a consultant to research the public transit option to determine if it would be possible to use rail between the existing Halifax to Windsor Junction and Enfield rail corridor. A city staff report in 2011 said startup capital costs would be about \$30.9 million with annual operating costs for commuter rail at about \$6.6 million.—*Canadian press*



### Did you know...

There are currently more than 500 Zipcars at more than 200 locations throughout Toronto and 6 GO stations since May 1st.

—GLOBE NEWSWIRE

### And the number is...

# 6 472

It's the number of patrons who use a free ride on Cornwall transit. Regular ridership is around 3 000.

—www.cornwallseawaynews.com

## Summer destination by transit ?

## Vacationners prefer to “ Travel like a local”



As the summer travel season kicks off, 124 million Americans are planning to vacation in a U.S. city, continuing a trend from recent years. The American Public Transportation Association's (APTA) annual “Travel Like a Local” Summer Travel Survey reports that public transportation will be highly utilized by these travelers looking for the most cost effective and worry-free form of transportation. According to the survey, 58 percent of those visiting U.S. cities plan to utilize public transportation for at least one activity and

more than a quarter of these travelers say the availability of public transportation impacted their decision to travel to a particular city.

“Travelers have discovered one of the best ways to experience everything a community has to offer is to use public transportation,” said Peter Varga, CEO of the Rapid of Grand Rapids Michigan and Chair of APTA. “They don't have to worry about driving and parking in unfamiliar locations, they have easy access to popular sites and attractions and their vacation dollars go farther, boosting local economic activity.”

“The demographics that seek public transit are expansive. While Millennials and adults under 45 lead the demand for public transportation, they were closely followed by the 45-64 year-olds; 54 percent of this age bracket had a strong preference for using public transportation to get around their city destination. Among families, a majority of travelers with children will use public transportation during their city visit.

## JUST WATCH ME !



### WARREN MICHELSON

Moose Jaw North MLA Warren Michelson announced that the provincial government has increased its contribution to the discounted bus pass, offering a reprieve for low income people throughout Saskatchewan's urban areas.



### NICOLAS GIRARD

Montreal AMT CEO will move forward a pilot project for charging parking space on the busiest commuter train station. When added to the monthly pass, it will be close to a prime parking spot in CBD.

## This was really said...

“I'm touring cities around North America that have all kinds of problems. They're not expanding, they're not building good integration between buses and rail transit. Vancouver is doing everything right.”

- Taras Grescoe, author of Straphanger

## President's tour in western Canada

# LESSONS FROM THE PAST, ACTIONS FOR THE FUTURE!

HARRY GOW | PRESIDENT TRANSPORT ACTION CANADA



In April this year, I have been addressed a seminar delivering the National Dream message to students, faculty and City planners at the University of Alberta. In early May, town hall meetings were held in Vancouver, Victoria, Melville and Winnipeg in cooperation with Transport Action British Columbia, Elizabeth May MP and Transport Action Prairies.

In a full hall in Victoria on May 9th, Elizabeth May informed the audience that Transport (Canada) Minister Lisa Raitt would shortly confirm an expenditure of ten million dollars for the Newcastle subdivision in New Brunswick, opening the door for continuing OCEAN service on the current route through the province. Island Corridor Foundation Board member Judith Sayers then brought good news home by telling the audience that the Foundation and VIA Rail were near an agreement on the return of the trains to the Island. In question period it became apparent that the passengers wanted more and better (and newer) passenger trains across British Columbia and beyond.

The evening before in Vancouver, the audience concentrated on difficulties experienced on current (infrequent) VIA services in BC, held up and delayed so often by freights, making it difficult for employees to run the service the way they would want to and as it has been in the past. Passenger concerns included the (in)frequency, the delays, and the limited geographic coverage of services. It was evident that the American authorities are providing more service on a (twice) daily basis to Vancouver than are the Canadian "leaders" in Ottawa. The meeting did permit the union members present to express their strong commitment to rail passenger service and their desire for its modernization and better funding.

In Melville, Saskatchewan on May 11th, the town hall meeting was in competition with Mother's Day so the attendance was minimal. Those present were however well-informed and had lots to say. A

Melville Advance reporter showed up and his lengthy article later informed everyone in town of the issues presented and discussed at the meeting. George Wooldridge, a former Transport Action official in attendance stated "You have to know how important this is. If you believe in a community like Melville having a future then things like passenger trains and buses (are essential) ... not everybody drives". Some other participants concentrated on the need for more frequent train service and (again) on the late train problem!

The meeting in Winnipeg, attended by Bill Blaikie, M P was well worth the effort to organise it. A number of retired railwaymen were there and were brimming with concern about the way the Canadian is constantly held up by freights.

My thoughts: Everything Transport Action has been saying in the town hall meetings was borne out by the lively audiences, which actually added to the concerns we have been expressing. More recently, the new CEO of VIA Rail, Yves Desjardins Siciliano, at VIA webcast public meeting on May 28th, expressed very well what the whole passenger rail community in Western Canada knows when he said that VIA's "greatest challenge" on the transcontinental service is the continual delays inflicted on the passenger train by freights. We know he was telling the truth, and now we want to know what the Government of Canada is going to do to allow Canadians to travel with at least as much priority given to their needs as to oil and grain shipments!

On numerous occasions on the tour I was able to confirm VIA's contention that its greatest asset are its employees. These valiant few are confronted with trying to maintain a tenuous two-day-weeks train service over a line where they and their passengers are "welcomed" by constant delays and subordination to freight trains. Despite VIA's employees' best efforts, the future of the train and of the mode of transport it represents are in peril in Western Canada. The solution lies in the hands of Parliament, which must revive the proposed Via Rail Canada Act and give passenger trains legal status and dispatching priority!

*Readers may already know that their new President was touring Western Canada at the time of the Annual General Meeting in Toronto. He has been asked to deliver his thoughts on the lessons learned while on tour. At the outset, he wishes to express his grateful thanks to all those who have contributed in their many ways to this and to earlier phases of the National Dream Renewed programme. Particular thanks are due to outgoing President David Jeanes for his support of this venture and indeed for his years of service to Transport Action as a whole!*

TRANSPORT ACTION is published four times a year by Transport Action Canada (formerly Transport 2000 Canada), a national federation of consumers devoted to the public interest of passenger and freight transportation.

TRANSPORT ACTION est publié quatre fois par an par Transport Action Canada, (anciennement Transport 2000 Canada), une fédération nationale d'usagers dont le but est de voir à l'avancement de l'intérêt public en matière de transport des personnes et des marchandises.

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Print edition ISSN 0227-3020  
Online edition ISSN 1923-1547

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Follow us on



## Coming soon...

- Take advantage of the one year extension for the passenger train by booking ASAP for the special Group of Seven & Glenn Gould Train Event this September 19- 21. [www.groupofseventrainevent.ca](http://www.groupofseventrainevent.ca).

## More News from Transport Action Canada

### Federal Funding for CN's Newcastle Sub

**Ted Bartlett, President, Transport Action Atlantic**

A lengthy and hard-fought campaign waged by a northern New Brunswick citizen's coalition, Transport Action Atlantic and municipal leaders, with support in varying degrees from regional MPs of all political persuasions – has finally ended in success. On May 12, Transport Minister Lisa Raitt came to Fredericton to announce that \$10.2 million in federal funding would be provided to enable CN to make necessary repairs on a badly deteriorated 44-mile stretch of track between Bathurst and Miramichi, and to keep it operational for the next 15 years. The money will be channeled through VIA Rail, whose tri-weekly *Ocean* is the only train currently using that portion of the line, (which includes three major bridges).

A \$55-million funding agreement between CN and the Province of New Brunswick announced in January covered a similar arrangement for some 95 miles of track still used for freight and considered essential to industry in the province. But Premier David Alward's PC administration drew a line in the sand over further funding, maintaining that rail passenger service is a federal responsibility. The heat was then turned on the Harper Government to come to the table. Among other tactics, Transport Action Atlantic asked rhetorically if the current Conservative government really wanted to be recorded in history as the administration that buried Sir John A. MacDonald's National Dream. For without federal funding for that vital 44 miles, all rail passenger service east of Quebec City could have ended as early as this summer.

But while the track infrastructure has now been secured for the immediate future, the outlook isn't exactly bright. Transport Action Atlantic and its allies point out that much remains to be done to restore passenger rail as a convenient, attractive and dependable service for Maritimers. A host of issues need to be addressed, including frequency, scheduling, equipment and promotion. In fact, an entirely new vision for VIA in Atlantic Canada is required.

That view for the future is endorsed by community leaders along the *Ocean* route. Bathurst Mayor Stephen Brunet welcomed federal investment and hoped it would lead to better service and encourage more people to use the passenger train. "It's good news, not only for Bathurst, but for Halifax, Moncton and all communities who rallied for this cause," he said in a media interview. "It will ensure VIA can now pick up their socks and increase the number of trains coming through here, because they will now have lines that they can operate at speeds that will make them much more user-friendly."



**New ties and freshly-dumped ballast along CN's Newcastle Subdivision in New Brunswick are the first signs of major remedial work underway this summer.**

Work on the Newcastle Sub is already underway. CN sources indicate that the entire line from Pacific Junction near Moncton to Dalhousie Junction near Campbellton could be remediated to Class 3 standard by this fall. That should clear the way for the *Ocean* to its former 60 mph track speed over most of the subdivision. Recent restrictions to 30 mph over substantial distances have resulted in the longest scheduled running times between Halifax and Montreal since the 1940s.

### Outgoing President's Report, 2014 AGM

**David Jeanes, past president, Transport Action Canada**



During 2013 we witnessed the tragic oil train derailment and fire at Lac-Mégantic in July with 47 deaths, and the collision of a doubledecker bus and a VIA train in Ottawa with 6 deaths in September. Important abandonments of historic rail lines, which we opposed, continued across the country. We

saw the impact of VIA rail's ongoing transcontinental service reductions, station closures, and "temporary" service suspensions for the Gaspe, Vancouver Island, and Churchill.

In 2013 Transport Action Canada undertook the following, (details are given below):

- launch of a rejuvenated national Transport Action newsletter
- extensive national media involvement, particularly on rail safety
- continuing the National Dream Renewed Campaign for the future of VIA Rail services
- preparation for transition to the Canada Not-for-Profit Corporations Act
- national office cost reductions, (leased space, postage meter, photocopier, etc.)

We lost a number of key contributors in 2013, including Harold Nicholson, president of Transport Action Atlantic, chair of the National Dream Renewed campaign, and a director of Transport Action Canada, who died in November and Ray Hannon, a US member and a major supporter of our work for many years, who died in May.

After intermittent problems with contributions, editing and publishing the Transport Action newsletter, leading to a complete suspension in 2012, we launched a new format 4-page newsletter in spring 2013, edited and laid out by Harry Gow and Luc Côté, it is published and distributed by the national office with a 2- or 4-page supplement prepared in Ottawa. Contributions from across the country have been good and it has been very well received.

We are regularly called on by national and regional media, in both official languages, on transportation issues particularly safety. Harry Gow and I have carried this out at the national level, with support from regional spokespersons. We carry a lot of credibility on these matters but are careful to not speak about more than we know.

The National Dream Renewed campaign continues, now led by Harry Gow, with his fellow committee members. A major 2013 event for Harry was the public meeting in Gaspé in October. We continue to fundraise at the national office to support this important work for the future of VIA Rail service. Western Canada events are scheduled this May.

The new Not-for-Profit Corporations act requires us to transition before October this year and to revise our bylaws to conform to the legislation. We are doing this in a way that also preserves our status as a registered charity. The vote on our articles at this AGM is a critical part of this transition. We already have good written responses from members. We renewed our Transport Action trademark for a third 15-year term. We own the transport-action.ca, .com and .org domain names, as well as continuing to protect transport.2000.ca.

Our downsizing and move to a new but well-organized office suite at the Bronson Centre will save about 28% in rent and was completed in December entirely with volunteer help. The photocopier-printer-scanner which is an essential part of our mail and publication management, was replaced by a newer model with a 16% lower lease cost. We terminated the use of a leased postage meter to save over \$1200 plus HST per year.

We are presenting our Orange Prize for 2013 at the AGM this year to noted urban planner Paul Bedford for his work on sustainable urban transportation. The prize, first awarded in 1990, is not given every year. Previous winners include federal transport ministers, rail activist MPs, heads of transit agencies or railway companies, and transportation advocates.

In April 2013 I informed the board of directors that I wished to step down as president, but agreed to serve one more term, my twelfth. I do intend to continue in an active role with Transport Action at the national office, with the English and French media, and as a voting member of the executive as past president. I intend to complete the bylaw revisions and the transition to the new Canada Not-for-Profit Corporations Act.

I was first elected president at the Vancouver AGM in 2002. Since then, we have held our AGM or a national board meeting in almost every province: Halifax (2009), Moncton (2004), Montreal (2006, 2013), Gatineau (2002), Ottawa (8 times), Toronto (2007, 2011, 2014), Kitchener (2003), Winnipeg (2003), Regina (2006), Calgary (2005). Vancouver (2008). Starting in 2012 we have not held a second face-to-face board meeting, because we meet monthly by teleconference, and this year our board meeting was also by teleconference.

During my time as president we have, seen, often with Transport Action involvement:

- major VIA Rail investments by Liberal and Conservative governments in 2004 and 2009
- accessibility and human rights issues with VIA's Renaissance cars at the CPA, Federal Court and the Supreme Court, raised by the Council for Canadians with Disabilities, (Transport Action was registered as a participant in these hearings).
- revitalization of Canada's busiest transport hub, Toronto Union Station.
- a revised Railway Safety Act. (We appeared before the Railway Safety Act Review Panel and the Commons and Senate Transportation Committees.)
- new urban transit investments in Montreal, Toronto, Ottawa, Gatineau, Vancouver, Edmonton, Calgary, and Kitchener-

Waterloo

- tax relief for transit through gas tax, GST, and transit pass credits (originally proposed by Transport 2000 and Todd Litman).
- rebranding Transport 2000 as Transport Action in 2009, after extensive consultation with members and regional groups (which also took the new name, except for Québec).
- new email editions of our newsletters as part of reducing printing and postage costs
- integrated newsletter, membership, fundraising and receipt mailing to save postage
- publication and distribution of the Ontario newsletter (paid for by TA Ontario)
- in 2007 and 2008 we engaged eminent persons across Canada in support of passenger rail in a campaign organized by Natalie Litwin and carried out by the national office.

Through out these years we have been engaged on airline safety and air passenger consumer issues. This grew out of the safety issues raised around the 1998 Swissair flight 111 crash and the subsequent joint activities by PIAC, Transport 2000, and the Air Passenger Safety Group which became a part of Transport Action. Through Gerry Einarsson, we participate regularly in the Canadian Aviation Regulation Advisory Council (CARAC) and other air safety consultative bodies and often provide media comment on air safety issues.

I wish to thank all the volunteers who make Transport Action work, particularly Bert Titcomb for his many years of service running our national office, my wife Helga for all her work on banking and mailing, particularly the lion's share of newsletter mailing, our volunteer bookkeepers Lei Feixue followed by Jin Lai, David Liebold who handles our website, and the Ottawa volunteers at the Transport Action booth at the Ottawa Train Expo on the same weekend as our AGM.

I am also grateful for all the support given me by Harry Gow and the work of the other members of the executive and the board of directors. I hope in my continuing role to have more time to recruit and train volunteers for the ongoing work at the national office.

### **RAC Rail-Government Interface Conference Bernie Geiger, Member, Transport Action Canada**

Once a year the Railway Association of Canada (RAC) hosts the Rail-Government Interface. This year the half-day conference took place in Ottawa on May 14 and the theme was rail safety. Bernie Geiger attended on behalf of Transport Action. Some 100 people attended from railways, suppliers, municipalities, federal and provincial levels of government, and industry associations that use rail for transport.

The first panel discussion was on transportation safety systems and discussion was on the over 1000 municipalities through which at least one car of dangerous good pass and the 62 communities with high populations and high volume of dangerous goods. Information on dangerous goods transported through these communities is now available on a quarterly basis and in future will be available in real-time. It was noted that there should be special zoning and permit conditions for construction within 100' of a rail line, however in many cases towns have grown around rail lines through their centres and buildings are often very close to the rail line.

The second panel related to Locomotive Cab Digital Recordings. While outward looking video recording from locomotives is becoming common, there are issues with inward looking records. The unions raise privacy issues. Will all recordings be available or will it only be when there was an incident?

The railway's position is that it is a big investment and they would like to benefit from the ability to access any recordings on a proactive basis. There is a belief that the security of the public outweighs employee privacy issues. The Transportation Safety Board noted that they have access to all recordings in case of an incident, however they are not at liberty to release such recordings outside their organizations due to the legislative framework under which they operate.

The third discussion was on emergency response and training, with participation from industry and municipal fire departments. While there is more and more training, many of the communities through which the railways pass have only volunteer fire departments for which specialized training covering a range of threats and response tools become very challenging. Improved networking and sharing of information and resources is important, for example in the Lac Mégantic fires, specialized foams used to fight petroleum fires were brought in from some distance away.

Throughout the conference, hardly 15 minutes went by without some reference to the Lac-Mégantic disaster.

For background on the information and copies of several of the slide decks presented, visit the RAC conference website:

[https://www.railcan.ca/news/events/railgov\\_2014](https://www.railcan.ca/news/events/railgov_2014)

## Transport Action Canada AGM, Toronto

### Tony Turriffin, Secretary, Transport Action Canada

The Transport Action Canada 2014 Annual General Meeting, was held on 26 April 2014, at Metro Hall, Toronto, Ontario. It immediately followed the Transport Action Ontario AGM.

After the lunch break a public forum was held at which the Transport Action 2013 Orange Prize was presented to Paul Bedford, former City of Toronto Chief Planner. Next was a presentation by Michael Wolczyk of Metrolinx on the progress of the Union Station revitalization and a tour of the station improvements that are in its public areas.

**1. Welcome and call to order.** There being a quorum, the meeting was called to order by the President, David Jeanes who welcomed members present. He expressed thanks to Transport Action Ontario for accommodating the joint meeting in order to expedite some important national organizational matters.

A printed annual report for 2013 was circulated to members present which included a meeting agenda, minutes of the April 28, 2013 AGM held in Montreal, the President's Report for 2013, the Income Statement and Balance Sheet financial reports for 2013, a list of officers and directors as of April 1, 2014, and the Articles of Continuance under the Not-for-Profit Corporations Act and the text of the Special Resolution of Member requiring AGM action.

**2. Adoption of the agenda.** Moved by Tony Turriffin, seconded by Bruce Budd. **Motion carried.**

**3. Adoption of the Minutes of the 2013 AGM.** Moved by Tony Turriffin, seconded by David Leibold. **Motion carried.**

**4. President's Report for 2013.** The President's Report appears on page 5. Moved by David Jeanes, seconded by Jim Goss, to adopt the President's Report. **Motion carried.**

**5. Financial report.** The financial information indicates that Transport Action Canada is moving into 2014 in a good financial position. Moved by David Jeanes, seconded by Bruce Budd, to adopt the financial report. **Motion carried.**

**6. Articles of Continuance and Special Resolution.** A new Canada Not-for-profit Corporations Act requires continuance under this new legislation by 14 October 2014. To this end, the Board has drawn up and approved a set of Articles of Continuance and the text of a Special Resolution of Members to be approved by members present at this AGM. The Special Resolution authorizes that Transport Action Canada be continued and re-organized under the terms of the Articles of Continuance. This mandates the Board to draw up a new By-law Number 1 for TAC which meets the requirements of the new legislation. A key provision of this new legislation is that all directors of the organization be directly elected by members. The classes of members and their voting rights are set down in the Articles of Continuance. All members of TAC were sent a copy of the Articles of Continuance and the Special Resolution with their notice of this AGM meeting.

The adoption of the Special Resolution was **moved** by David Scott, seconded by Howard Levine. In brief, the continuing of the Corporation under the provisions of the Canada Not-for-profit Corporations Act authorizes directors of the corporation to apply for a Certificate of Continuance. The text of the Special Resolution was as circulated with the last issue of the Transport Action Newsletter.

**Motion unanimously adopted** 27 in favour and none opposed, in addition to 30 mailed in ballots in favour of the Special Resolution.

The Articles of Continuance are as circulated with the previous issue of Transport Action. They must be submitted to Corporations Canada before October 14.

The By-Laws are to be revised by the board of directors and submitted to Corporations Canada within one year.

**7. Appointment for purposes of a financial review.** Moved by Peter Miasek, seconded by Phil Piltch, to authorize a financial review of our finances in 2014 and to authorize the Executive to appoint a public accountant to conduct a financial review. **Motion carried.**

**8. Officers elected at Board meeting.** David Jeanes reported that the Board of Directors has voted to continue all officers, with the exception that Harry Gow was elected President, with David Jeanes becoming Past President. There is one vacancy as Bert Titcomb does not wish to continue as Treasurer. David Jeanes has volunteered to be Acting Treasurer while a new treasurer is sought. Other officers are: Tony Turriffin, Secretary, Peter Lacey, Vice-President West, and Marcus Garnet, Vice-President East.

**9. Approval of acts of the retiring Board of Directors for 2013.** Moved by David Scott, seconded by Larry Krieg, that all acts, proceedings, contracts, appointments, elections, and payments made since the last Annual Meeting of the Board of

Directors of Transport Action Canada, as recorded in the minutes of the meetings, or on the books or records of the Board, be approved, ratified and confirmed. **Motion carried.**

**10. Other business: a tribute to David Jeanes.** David Jeanes has stepped down as President of Transport Action Canada after serving for twelve years as president. Transport Action Ontario President Peter Miasek presented a bouquet of flowers to David's wife, Helga Jeanes, in recognition of her work as a volunteer at the National Office.

On behalf of the Board and members of Transport Action Canada, Secretary Tony Turriffin thanked David, highlighting his outstanding service especially representing Transport Action to the media and the general public, and presented him with two books by which to remember our appreciation. The meeting endorsed these appreciations with a standing ovation.

**11. Adjournment of AGM. Moved** by Peter Miasek, seconded by Phil Piltch. **Motion carried.**

#### **Public Forum starting at 1:30 PM at Metro Hall.**

David Jeanes for Transport Action Canada and Peter Miasek for Transport Action Ontario presented Paul Bedford with the Transport Action Orange Prize for 2013 to recognize his many years of efforts on behalf of sustainable public transit. In praising Bedford, Miasek noted that Bedford made himself and his expertise widely available to non-profit groups interested in promoting transit in the Toronto region. Bedford served as Toronto's chief city planner from 1996 to 2004.



The meeting then heard a short presentation from Michael Wolczyk of Metrolinx about the progress being made on the revitalization of Toronto's Union Station. After the talk, audience members went to Union Station for a short tour of its public areas. We are grateful to Metrolinx for its presentation and the tour.

Metrolinx's new glass gallery over part of the station's tracks is stunning and welcome for its light. The TTC is in the midst of adding a second platform to its subway station. Much of the construction at the station is still out of sight such as the new retail level that will provide pedestrian movement below the concourse level. Cost and time were added to the revitalization by the need to rebuild many of the supporting columns under the tracks. Union Station has 14 tracks.

Metrolinx has bought the freight bypass tracks to the south to add an additional island platform for two more tracks. VIA has a right to six tracks. Metrolinx is proposing that VIA only needs three tracks, giving it 13 rather than the 8 tracks it now has. The two new south tracks would have a high-level island platform, like the platforms at Montreal's Central Station, which would aid VIA in loading and unloading passengers quicker. The special platform area for the Union Station-Pearson Airport express train service is in an advanced stage of completion.

## **Transformation in Britain**

### **David Jeanes, Past-president, Transport Action Canada**

In May I travelled to Britain for a family funeral, a sad occasion, but also an opportunity to reconnect with family and friends whom I had not seen for several years. The old friends also included some of my favourite trains and railway stations, but there are also new friends as part of Britain's transformation of its railways in the 21st century.

Old friends included the 38-year old HST still providing an outstanding hourly intercity service to the west, in my case from London Paddington, Brunel's grand station, to Cardiff in Wales. These venerable and oft-refurbished diesel trains still provide a quality journey among the large number of high-speed trains at 200 km/h and faster, all over the world.



Another old friend was the Docklands Light Railway, a familiar sight from previous visits, now much extended to the 2012 Olympic Games site at Stratford, to London City Airport and to another Thames river crossing to Woolwich Arsenal.

Historic railway preservation thrives in Britain, and I was able to ride steam trains both on the Mid-Hants Railway, (the Watercress Line), near Winchester, and the Bluebell Railway. With the latter's recent extension to East Grinstead, both are directly connected to Network Rail services, which greatly increases their accessibility to tourists and enthusiasts.

The new friend was the high-speed Javelin commuter train, built by Hitachi. It shares the magnificently restored and expanded St. Pancras International Station and the High-Speed One tunnel and new line across Kent to Ashford, where the Eurotunnel and commuter lines separate and the Javelin continue at rather less than its maximum 140 mph (225 km/h) to the Victorian seaside resort of Ramsgate.



Network Rail, though comprising many independent franchises, is well served by the National Rail enquiry website, whose journey planner was extremely efficient in finding efficient itineraries, even with multiple connections, lowest fares, and real-time information about train status. I made many cross-region trips involving different operators, multiple tight connections, and transfers to buses, light rail (in Croydon), the London Underground, and Heathrow Express, and everything went very smoothly.