

# TRANSPORT ACTION NEWSLETTER

Volume 37 no 1 — February 2016



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## FORTY YEARS !

**T**ransport Action Canada celebrates forty years of public transport activism in 2016. On February 3rd, 1976, a dozen or so young professionals in various disciplines and trades met at the apartment of Doug Stoltz in Ottawa's Glebe district to talk about how to respond to the call by then federal Transport Minister Otto Lang for hearings on the "rationalization" of the transcontinental railway passenger train network. The meeting quickly got down to brass tacks. After an explanation of the hearings' legal and regulatory framework by attendees expert in such matters, those present appointed the writer as chair and decided to produce a substantial brief for the Canadian Transportation Commission.

I'll take a moment here to say how I got into this. I had worked for the CPR for five years and for an Ottawa hobby shop part-time before becoming a probation officer and social worker. Friends – clients at the shop where I still went to buy railway magazines – told me there were going to be hearings on passenger trains and wanted me to come to a meeting to prepare for them. That's how I wound up at Doug's place on the above evening. I think that the fact that I wasn't a federal civil servant (i.e. free to be identified without fear of reprisal) and that I was bilingual and used to chairing meetings got me into the chairing position.

We knew we would have to present the brief

in public and would need to be well organized to give us credibility. Transport 2000 was making some headway in defending and promoting railways in the United Kingdom, and I had seen a news item about one Ed Abbot, the dynamic chair of the Canadian Railway Labour Association, speaking in favour of passenger trains. Out of a discussion with him arose an idea to contact Transport 2000 through ASLEF, a British Railway trade union involved in Transport 2000, and that got us permission to use the name. That was very useful as we could present ourselves as part of an international movement, and we got some good position papers on transport to hand out, as well as letterhead and membership cards to sell.

The preparation of the brief was the work of several subsequent meetings, and of a qualified volunteer and myself who presented drafts to the group. Once ready and approved, it was printed in a sufficient number of copies for the Commission and the media, with collation done by the volunteer members of the group. I showed up on the appointed day, April 27, 1976, and delivered our brief. That day one David Jeanes, a young professional engineer, showed up and joined the group. He has been with it ever since.

We presented a brief that suggested that rationalization should be accompanied by

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modernization with, for example, head-end powered electric train heating and air conditioning, double deck cars and so on. In response to questions from Eddy Abbot, I advanced the idea of a passenger train corporation similar to Amtrak. A little later on the chair of the hearings, the affable David Jones, told us that we were presenting ideas similar to those of a group in Regina, and suggested we get in touch with it. We did so and found a willing ally. The chair of the Regina Rail Committee was Michael Jackson, who had been preparing its brief for a few months also.

Michael was able to get help from the University of Regina for the organization of a conference, so in October of 1976, we travelled to Saskatchewan in the first (CN) train in VIA colours. The conference was where Transport 2000's Board and the VIA Rail brand both got launched, with help from prominent speakers such as Lloyd Axworthy. Michael later provided excellent Conference Proceedings. After the conference our speaker from the UK, Mike Harris, the executive director of Transport 2000 there, flew home, but Dr. Pierre Bermond of Transport 2000 France, my wife Jacinthe, and I rode back to Ottawa in CN's business car 63 (ex NYC - Robert Young's car) as guests of Harold Murray, head of Passenger Service at CN. As they say, getting there is the best part of the journey!

Looking back on those exciting and optimistic times I know we were unaware of all the trials and tribu-

lations that would face Transport 2000/Action in coming years. Cuts to the network in 1982 (later partly restored) and in 1990 (half the network) and again in 2012 were not totally unexpected. The strength of the forces lined up against the passenger train did however surprise us and overcame our resistance.

Having given up my involvement in my Anglican parish and in the Canadian Railway Historical Association to make time to work as a volunteer for the cause "for a year or two", I have never had time to recover those former cornerstones of my life. These losses have been compensated by rewards, in my case for work with or stemming from Transport 2000: starting a handi-trans service in Hull-Gatineau, creation of four rural transit agencies in western Quebec, improvement of rural bus and rail services east of Ottawa, and the coming of light rail transit to Ottawa. Others across Canada have had



HARRY GOW, PRESIDENT OF TRANSPORT ACTION

similar regional victories. In New Brunswick a coalition was able to persuade Transport Canada to authorize the expenditure necessary to save a key link for VIA's Ocean to continue, in Toronto a concerted effort blocked authorization of Toronto Island Airport expansion, and in Saskatchewan important rail lines have been saved as short lines.

Transport Action Canada, as the association has become, is present from coast to coast. It is actively involved in urban and rural transit, passenger rail, commuter trains, intercity buses, ferry services, and transportation safety. The much-lamented loss of railway service to two provinces and the shrinkage of the network in the rest of Canada have been alleviated – in part – by the growth of transit systems and ridership, and by at least some consideration of airline passengers as human beings.

The present and future bring new challenges. The post-war generation's ranks are thinning, and with them the constituency of passenger train riders. New forms of communication and of community organization demand a new generation of activists, able to reach their contemporaries with new media and networks. As I and my 1976 colleagues step down and turn the reins over to our successors, we know that public transport and its advocates are challenged to grow and change. In a world threatened by gaseous emissions from man-made sources including automobiles, the future of the Planet depends in large measure on their success.

Consumer and Corporate Affairs Canada  
Canada Corporations Act

CANADA  
LETTERS PATENT

WHEREAS an application has been filed to Incorporate a corporation under the name  
TRANSPORT 2000 CANADA.

THEREFORE the Minister of Consumer and Corporate Affairs by virtue of the power vested in him by the Canada Corporations Act, constitutes the applicants and such persons as may hereafter become members in the corporation hereby created, a body corporate and politic in accordance with the provisions of the said Act. A copy of the said application is attached hereto and forms part hereof.

DATE of Letters Patent - May 17, 1978

GIVEN under the seal of office of the Minister of Consumer and Corporate Affairs.

(signed)  
for the Minister of Consumer and Corporate Affairs

RECORDED 2nd June, 1978  
Film 429 Document 196

(sealed)

APPLICATION FOR INCORPORATION OF A CORPORATION WITHOUT SHARE  
CAPITAL UNDER PART II OF THE CANADA CORPORATIONS ACT

To the Minister of Consumer and Corporate Affairs of Canada

I  
The undersigned hereby apply to the Minister of Consumer and Corporate Affairs for the grant of a charter by letters patent under the provisions of Part II of the Canada Corporations Act constituting the undersigned, and such others as may become members of the Corporation thereby created, a body corporate and politic under the name of TRANSPORT 2000 CANADA. The undersigned have satisfied themselves and are assured that the proposed name under which incorporation is sought is not the same or similar to the name under which any other company, society, association or firm, in existence is carrying on business in Canada or is incorporated under the laws of Canada or any province thereof or so nearly resembles the same as to be calculated to deceive and that it is not a name which is otherwise on public grounds objectionable.



## New transit service in Yarmouth

The town of Yarmouth, NS has launched its transit service on Feb. 1. The service is using a 14-passenger bus that is a low-floor accessible vehicle that includes a quick-release wheelchair ramp and also a bike rack. There are 16 scheduled stops in 45-minute route loop that will run from Mondays to Fridays from 7 a.m. to 7 p.m. and on Saturdays from 8 a.m. to 6 p.m., excluding holidays.

An important thing for transit users to know is this is a cashless system, meaning cash fares won't be accepted on the bus. The town is becoming one of the first transit providers in the Atlantic provinces to offer Smart Card Fare Technology.

The transit system will also use a flag-stop system, meaning passengers can choose to board and depart the bus at designated stops or create their own flag stops, providing it is safe for the bus to make these stops. — *thevanguard.ca*



## FAST TRACK

### Did you know...

On January 3rd, 1986, Skytrain, a fully automated light train debuted its operation between the waterfront station in Vancouver to New Westinster, BC.

## Meet "The Mask"



THE NEW MATERIEL WILL REPLACE OLDER LIGHT RAIL VEHICLE AT C TRANSIT

Calgary Transit has taken delivery of the first of 63 new S200 CTrain cars in mid-January. The new units, which also are known as "Mask" cars, will be arriving on a regular basis as they roll off Siemens' assembly line until early 2017, Calgary Transit officials said in a press release. Each car costs approximately \$3.2 million (in Canadian dollars), according to CTV News Calgary.

The cars will help the agency expand four-car service, making travel more reliable and convenient for customers, Calgary Transit officials said. The first Mask four-car CTrain will be introduced this spring.

In addition to several amenities such as heated floors and onboard digital monitors with route updates, the new cars come with enhanced security features, including high-resolution exterior surveillance cameras. The open interior concept also allows for better security as peace officers can see from one train to the other, agency officials said. — *Progressive Railroading*

### And the number is...

# 3 000

The amount of passengers during the free new years eve service between 7 PM and 3 AM in Peterborough, Ontario.



"What we need is to get people out of cars and offer them a viable transit system."

—John Tory, Mayor of Toronto

## New intercity bus service in Ontario



ONTARIO NORTHLAND BUS

Since the end of January, Ontario Northland is offering service from Sudbury to Ottawa three days per week. "This route will provide a growth opportunity for our business and provide connectivity for the communities we serve," said Ontario Northland President and CEO Corina Moore, in a release. "This new route will enhance our service and

provide convenience for passengers travelling to and from the north. The schedule has been tailored to meet the needs of our passengers connecting through Sudbury and North Bay."

— *www.nugget.ca*



According to a recent study published by The National Cooperative Rail Research Program (NCRRP), a SUV or light truck would require 60% more energy intensity (BTU/pass-miles) than a regular airplane.

As a comparison, AMTRAK train consume 1 628 BTU/pass-miles which is highly efficient compared with 4 689 for a SUV !

## Rural transit in western Quebec grows

# Transcollines patrons far beyond projection

The new intermunicipal transit agency TRASCOLLINES that grew out of the rural public transit "Transports adapté et collectif des Collines" has announced a "successful launch and 2016 upgrades" according to the Gatienau Hills weekly paper L'Envol. "Since its launch six months ago, Transcollines has shown positive results and (is) upgrading its service starting January 4, 2016. A moderate fare increase of 0.9% is ... effective".

"After just six months, Transcollines' new public transit service" - replacing and expanding service formerly offered by the Société de Transport de l'Outaouais or STO "has far exceeded the goal set for its first year of operations. 'We had hoped to have 150 users in the first year, and to double that number to 300 after three years. (Last) fall, after just three months of service, we had over 250 users' said Caryl Green, Mayor of Chelsea and President of Transcollines".

Our comment is that for rural public transit to succeed, local mayors and councils have to show the same enthusiasm for transit as do Ms. Green and her colleagues, and the Province has to provide adequate support much as does Québec. Recent cutbacks to rural



TRANSCOLLINES NEWLY BUS SERVICE IN THE OUTAOUAIS AREA

service by Kings County Transit in Nova Scotia show that not all municipalities are on the same page for sustainable transit, and the thin support for rural transit operators in such provinces as Ontario show what distance remains to be travelled in our regions.

— Harry Gow

## Northern Manitoba rail line bidding

# First Nation seeks support from Gouvernement



PORT OF CHURCHILL (PICTURE FROM PORT OF CHURCHILL CORP.)

A northern Manitoba First Nation says it wants government support in its bid to buy a rail line and the Port of Churchill, but it's not releasing details. Mathias Colomb Cree Nation's chief, Arlen Dumas, said negotiations are ongoing, and he is confident his community has what's needed to run both.

The community and Denver-based OmniTrax announced in early January they have entered into sale negotiations involving the Hudson Bay rail line and the Port of Churchill. Keewatin Railway Company, another First Nations-run rail line, will help Mathias Colomb make the purchase Dumas said, but he is also asking for help from the provincial and federal governments, noting both have a responsibility to help First Nations succeed. Although Dumas said he is not in a position to say how much money he is asking for, the purchase is about more than just profits. "Our main focus is the people," Dumas said on Friday.

"I want to make sure that the people in War Lake and the people in Split Lake and the people in Gillam ... have access to the railway ... How do we make sure they're able to transport goods?" Buying the rail line and the port will add up to more economic opportunities for people in northern Manitoba, said Dumas, and Merv Tweed, president of OmniTrax, said he has always believed local ownership was the key to success. For some remote communities, the rail line is the only way to access the rest of Manitoba.— [www.cbc.ca](http://www.cbc.ca)

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'utilisateurs 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...

The 20th TRAQ Symposium or COLLOQUE FERROVIAIRE will be held on March 22nd and 23rd in Québec City, with a theme of intermodality.  
See: [www.groupe-traq.com](http://www.groupe-traq.com)



# More News from Transport Action Canada

## Transport Action Canada Annual General Meeting, Toronto 14 May 2016

As a federally incorporated Not-For-Profit Corporation, we are required to hold an annual meeting of members within six months of our fiscal year-end on December 31. The Board has decided that this year's AGM will be in Toronto on 14 May. Transport Action Ontario has agreed to host the meeting. The time and location will be announced to all members at least three weeks before the meeting.

At the AGM, the nominating committee appointed by the Board proposes a potential list of directors who have agreed to serve. Nominations may be proposed to the committee or nominated at the meeting if notice of such nominations has been previously given to the secretary. We try to ensure regional diversity among our nominations.

It is the Board of Directors elected at the AGM which then appoints the president and other executive officers at the next board meeting teleconference.

### Proposed New President for Transport Action

After the last three years as president of Transport Action Canada, (plus other terms as president over the years), Harry Gow has decided to step down after the AGM in May. However, we hope that he will continue to have an advisory role on the executive as Past President.

Bruce Budd, a long-time member of Transport Action and Transport 2000 and currently secretary of Transport Action Ontario has agreed to put his name forward as the next president. Although this appointment is the responsibility of the next board of directors, the current board has in the meantime appointed Bruce as a vice-president so he can learn the ropes and also speak for the organization. Bruce lives in Toronto and is bilingual, which is a useful skill when dealing with national media, politicians, and the different regions.

Bruce and Harry visited the national office in Ottawa in Ottawa in February.



David Jeanes (treasurer), Harry Gow and Bruce Budd in Ottawa

We are also looking at hiring a part time office manager, to be shared with Transport Action Ontario and also for those

regional matters pertaining to the Prairie and BC regions, which are administered from Ottawa.

## The Nipigon Bridge and Canada's Transport Network - Single Points of Failure

On January 10 the deck of the newly-opened but only half-completed Nipigon River Bridge in Northern Ontario lifted about 60 cm in high winds and extreme cold. This important link in the Trans-Canada Highway was closed for 24 hours, but re-opened with a single lane for one-way traffic, excluding heavy trucks, after the deck was weighted down with about 200 tonnes of concrete Jersey barriers.

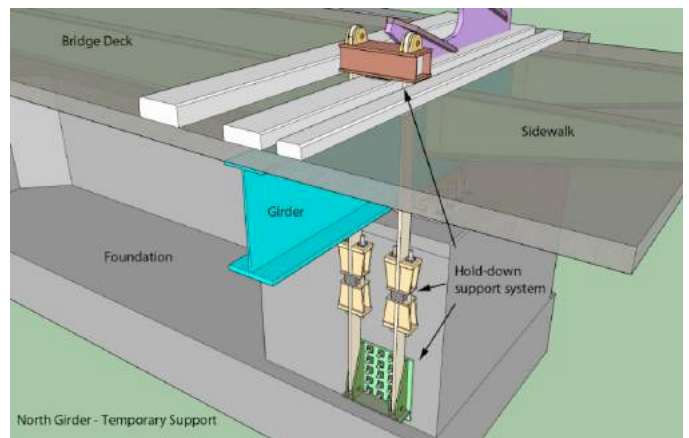
The north half of the new bridge had only opened in December 2015. The old bridge was already being demolished to permit construction of the south half of the bridge.

Although the Canadian Pacific transcontinental mainline parallels the bridge, with potential road access just east and west of the site, there was no provision made for a vehicle, shuttle by rail, even for the heavy or wide loads which are still banned from the bridge. (A rail shuttle for schoolchildren was set up by the Ontario Northland Railway to bypass another critical bridge failure at Latchford, Ontario in 2003).



Nipigon River Bridge, as conceived, with rail line beyond

A temporary hold down device (see image) was fabricated and installed by February 20, to replace 48 bolts which had failed to hold the deck down. The bolts are being investigated at two research laboratories, but the exact cause of the bridge failure has not yet been determined. It is hoped to have the bridge open for two traffic lanes by the end of February.



Deck hold-down device for temporary bridge repair (MTO)

The Nipigon River Bridge has been called the first cable-stayed bridge in Ontario, though a cable-stayed pedestrian bridge opened over Ottawa's Airport Parkway a year earlier in November 2014, but not without some serious problems and delays during construction. Probably the first cable-stayed

bridge in Canada was built in 1871, to carry the St. Lawrence & Ottawa Railway over the Rideau Canal, also in Ottawa.



Ottawa Cable-stayed pedestrian bridge - open November 2014



Cable-stayed railway swing bridge, Dow's Lake, Ottawa - 1871

The new Nipigon Bridge project was conceived as the removal of a 2-lane bottleneck in the Trans-Canada Highway. However, nothing was planned to address the lack of any detour route within Canada. During the initial full closure, the only alternate route was through the United States from Sault Sainte-Marie via Duluth. Even after the partial re-opening there was no provision for heavy trucks or oversized loads.

This lack of resilience in Canada's transportation networks has become a matter for increasing concern. In 2004 when a rail bridge over the Rivière du Sud at Montmagny QC was destroyed by a derailment, there was no alternate rail route from the Port of Halifax to Central Canada. Only because a temporary ice bridge could be constructed was an extended severing of the rail network avoided.

Since the abandonment of both the CN and CP transcontinental lines in the Ottawa Valley, there are now no east-west rail connections except those that pass through Greater Toronto. The CN and CP rail routes are also exposed to combined single points of failure in a number of locations across Canada, with no alternate routes. Ontario examples include Port Hope and Shannonville.

The Nipigon Bridge failure should be a wakeup call for a re-evaluation by all the levels of government involved of the survivability from disaster of Canada's road and rail transportation networks.

## Railway Accidents and Positive Train Control

As noted in the last Transport Action Ontario newsletter, the U.S. Congress has pushed back the deadline for implementing Positive Train Control from 2015 to 2018. Canada currently has no plan to require PTC, although it is on the Transportation Safety Board's watch list as one of the most critical issues affecting Canadian Railway safety.

Ottawa's O-Train Trillium Line is currently the only federally-regulated railway with a form of PTC. The INDUSI system from Germany provides automatic emergency braking if a train passes a signal at Stop or if the speed is excessive approaching a station, switch, end-of-track or other hazard. For this reason, the Ottawa operation is considered a safe operation with only one driver in the cab and no other operating personnel on the train.

However, recent accidents in Europe, where Positive Train Control is almost universal on all railway mainlines, indicate that even this protection is not 100% effective. This was the case on 9 February at Bad Aibling in southern Germany where two modern commuter trains collided head-on on a single track with PTC. The cause of the accident is not yet known.

## Upcoming Conferences

The annual TRAQ Railway Colloquium will be held at Sainte-Foy, Québec on March 22-23. Transport Action Director and TRAQ chair, Louis-François Garceau is an organizer of these French-language colloquiums. This year's theme is intermodality. Transport Action President Harry Gow will be a speaker. Details at [www.groupe-raq.com](http://www.groupe-raq.com)

The Railway Association of Canada is organizing the annual Rail Summit in Toronto on May 11-13. (This immediately precedes the Transport Action Canada AGM, also in Toronto). Details are at [www.railcan.ca/news/events/railgov\\_2016](http://www.railcan.ca/news/events/railgov_2016)

## New Parliamentary Rail Caucus

The Railway Association of Canada has created a Parliamentary Rail Caucus to be chaired by Sherry Romanado, Liberal Member of Parliament for Longueuil-Charles-LeMoine, Quebec, and co-chaired by Marilyn Gladu, Conservative Member of Parliament for Sarnia-Lambton, Ont.

"It is an honour and privilege to be asked to chair the Parliamentary Rail Caucus," said Romanado. "I am looking forward to working with the railway industry and parliamentarians from all sides of the aisle."

The Parliamentary Rail Caucus will encourage dialogue between railways and parliamentarians of all political stripes and will provide a platform for discussing pressing policy issues. It will also serve to inform members of the critical role that railways play in the Canadian economy and the potential for Canada's green rail infrastructure to support the country's sustainable growth.

"The rail industry is a critical part of our economy and I look forward to co-chairing this committee," said Gladu. "We will ensure that input from all regions of the country is part of the ongoing dialogue to ensure continued support for the safe growth of the rail sector."

The first meeting of the Parliamentary Rail Caucus will be held on March 9.



## Transport 2000 40th Anniversary Celebration

Harry Gow and four others who were present at the inaugural meeting, described on page 1, held a reunion in Ottawa on February 18. It was an opportunity to look back over the many intervening years during which we have seen both dramatic cuts to passenger rail service, but also to the creation of VIA Rail Canada in 1977 but also several substantial rail passenger investments.

The picture on page 1 shows a later meeting from that first year. Michael Jackson, chair of the Regina Rail Committee and organizer of the October 1976 National Passenger Rail Conference is at the head of the table and Doug Stoltz, left.

The following picture shows the 2016 anniversary gathering with Gerry Gaugl, Doug Stoltz, Minda Bojin, Doug Smith and Harry Gow. David Jeanes was also present.



Photos: David Jeanes



Harry celebrated the completion of 40-years of advocacy for public transportation by cutting one of several cakes enjoyed at the occasion. The evening ended with views of slides that brought back memories from the early years of passenger train advocacy.

## Online Membership Renewal

If you receive the newsletter by email, you should also receive your membership renewal notice the same way. We do this, since one of the reasons for electronic newsletter distribution is to save postage, which is now as expensive as the printing cost. If we mailed paper renewal notices we would therefore lose half of this cost saving.

You can renew online by making your payment with PayPal at [www.transport-action.ca](http://www.transport-action.ca) and you can either use your PayPal account, if you have one, or a credit card.

You can also go to the [www.paypal.com](http://www.paypal.com) website to send membership payments or donations directly to <pay@transport-action.ca>. You do not need to email the membership notice unless changing your contact information, membership category, etc. Thank you for renewing.

## Luc Côté wins Guy Chartrand Prize

The layout editor of Transport Action Canada's newsletter, Luc Côté, has won the Guy Chartrand prize for Development and improvement of public transport at the annual awards dinner on 8 February of our Québec affiliate organization, Transport 2000 Québec.

Luc Côté is Director of transit for the City of Saint-Jean-sur-Richelieu. The citation for the prize says that Luc simplified life for riders of the city's transit system. In 2014-2015, the service was recast and made more user-friendly and efficient for its users. Luc is a long-time supporter of Transport 2000 Québec and was at one time President. He has also served as vice-president of Transport Action Canada (formerly Transport 2000 Canada).

Sincere congratulations, Luc!



L-R: Transport 2000 Qc president François Pepin, acting-mayor St-Jean-sur-Richelieu Yvan Berthelot, Luc Côté, former VIA Rail/current AMT CEO Paul Côté. (Photo: Transport 2000 Qc)

## Official Receipts for Income Tax Purposes

As a registered charity under the Income Tax Act, (registration number 119268571 RR0001), Transport Action Canada issues tax receipts for donations and for membership fees. (Membership fees are eligible because they do not provide tangible benefits other than the newsletters and the right to vote at members' meetings). We do not normally issue receipts for smaller amounts, unless requested,

To save costs, the receipts are mailed with the newsletters throughout the year. For those who do not receive printed newsletters, they are mailed separately. We are also investigating sending tax receipts by email.

All remaining tax receipts for 2015 will be mailed by the end of February. If you do not get an expected receipt, please contact us. To avoid confusion, receipts for the 2016 tax year, (for donations paid or postmarked after 31 December), will not be mailed until after 30 April.

Transport Action Canada maintains several restricted funds, some of which are applied to projects in specific regions of the country. Please note that Transport Action Ontario is not a registered charity, so the Ontario portion of membership fees or donations to Transport Action Ontario are not eligible for tax receipts. Transport Action Atlantic is a registered charity and issues its own receipts for payments received.

Information on all registered charities in Canada is available at [www.cra.gc.ca/charities](http://www.cra.gc.ca/charities)



## Gallery of Some Successful or Less than 100% Successful Transport Projects in 2015



Billy Bishop Toronto City Airport: foot tunnel opened, but runway will not be extended for jets.



Toronto Union Station: exterior restoration done, Front Street revitalized, subway station enlarged.



Toronto Union Station: Atrium over train tracks nearly-complete; York East GO Concourse opened.



Brockville Station: heritage restoration to 1870's appearance completed; could use more trains.



Ottawa O-Train Trillium Line: new diesel light rail trains, (above and below), but expected capacity, frequency, speed and reliability not achieved. Plans re-emerge for an airport service with these trains.



New streetcars (above and below) begin to appear on Toronto streets after manufacturing problems. Tunneling progresses on Eglinton LRT but cost overruns on Spadina Subway extension.



UP (Union-Pearson) Express runs from dedicated downtown station to Pearson Airport Terminal 1: new tracks, grade separation, diesel multiple units.



Comfortable seating and spacious luggage areas on UP Express, but not enough airport passengers. In late February Metrolinx cut fares to boost ridership.





A voluminous review of the Canada Transportation Act was tabled in Ottawa by the Minister of Transport. Some key passages and recommendations are as follows. See <http://www.tc.gc.ca/eng/ctareview2014/canada-transportation-act-review.html>

### Passenger Rail:

A direct user-pay component exists for all types of passenger rail services ... However, government has not applied this same principle to the use of personal vehicles ... There is little question that both commuter and federally-supported passenger rail would attract more riders if direct user charges were consistently applied to all modes of transportation, depending on the differential between different modes.

1. The Review recommends that the Government of Canada act to improve the fluidity of passenger railway services by:
  - a. using federal legislative powers and infrastructure funding, with the long-term objective of separating freight rail and passenger rail networks, to enable connections between and within urban and suburban areas;
  - b. using infrastructure financing models that integrate the principle of direct user-pay pricing for rail and road modes of personal transportation in the interests of long term harmonization of pricing incentives;
  - c. collaborating now, and on a continuous basis, with provincial and municipal governments to plan for integrated commuter and other passenger rail networks and for dedicated passenger rail tracks that allow for eventual adoption of high-speed rail.
2. The Review recommends that the Government of Canada increase the use of private sector approaches for federally-operated passenger rail services including by:
  - a. considering the elimination of subsidies for the Toronto–Vancouver service;
  - b. supporting the on-going feasibility of a dedicated corridor from Montréal to Toronto;
  - c. continuing the federal subsidy for the regional and remote, and the Montréal–Halifax services, in partnership with, and with contributions from, the provinces and communities concerned;
  - d. developing a legislative framework that articulates government policy on passenger rail, clarifies roles and responsibilities, establishes overall funding arrangements, and sets rules for competition and cooperation with other transportation modes, such as air and bus services.

### Air:

4. Assuming bilateral agreements continue to form the basis of Canada's international air transport regime, the Review recommends that the Government of Canada amend the Canada Transportation Act and Canadian Aviation Regulations to:
  - a. increase foreign ownership limits to at least 49 percent for air carriers operating commercial passenger services;
  - b. increase foreign ownership limits to 100 percent for airlines operating all-freight and specialty air services;
 (and see the Report itself for items c to f).

Transport Action readers who can devote some time to reading the Review are invited to send comments to [info@transport-action.ca](mailto:info@transport-action.ca) by mid-March to give input for the next round. Already we can say that the recommendation to cut funding to the Canadian ignores the essential fact that the Canadian's Capreol-Winnipeg run of 1498 km is a mandated remote essential service.

Your association has been conducting a program of continuing outreach to parliamentarians since last fall's federal election.

On February 25<sup>th</sup> national president Harry Gow and Transport Action Atlantic president Ted Bartlett met with members of the Atlantic Liberal Caucus in Ottawa, including caucus chair Bernadette Jordan (South Shore-St. Margaret's), Gudie Hutchings (LongRange Mountains) and Pat Finnigan (Miramichi-Grand Lake). On the agenda: VIA service in the Maritimes, Newfoundland ferry rates, and the Cape Breton rail situation.

The following day, Harry and Ted met with deputy minister of transport Jean-Francois Tremblay and two of his senior officials to discuss *The VIA 1-4-10 Plan* and the recently-released report of the *Canada Transportation Act* review. The dialogue was productive and resulted in an invitation for our further input on the CTA review.



Late news February 26 in Ottawa is that the City will respond to a Transportation Safety Board recommendation and reconsider five grade separations for the rail line where a double-decker bus collided with a VIA Rail train in 2013, with six bus fatalities.