



# Ontario Report

## Transport 2000 Ontario



Montreal's Electrified Two-Mountains line (AMT) using multiple unit electric trains built by Bombardier. Photo by Justin Bur.

### LIGHT RAIL RAPID TRANSIT FOR KITCHENER-WATERLOO-CAMBRIDGE GETS COUNCIL APPROVAL

On June 24, the Waterloo Regional Council overwhelmingly approved light rail rapid transit for KWC after a six-year planning process including an environmental assessment (EA) with extensive public consultations. The preferred plan would see light rail in the central King Street corridor of Waterloo and Kitchener, and in the Hespeler Road corridor of Cambridge. The plan includes intensified local and express bus transit service integrated with the north-south LRT. The overall plan is to be implemented in two phases. At a cost of \$790 million, in the first phase, LRT will start at Conestoga Mall in the north of Waterloo, pass through downtown Kitchener, and end at Fairview Park Mall at the south end of Kitchener. Adapted Bus Rapid Transit (BRT) ...continued on PAGE 3

**GO TRANSIT ELECTRIFICATION: DO IT NOW!** ...Analysis on PAGE 6

### FROM THE PRESIDENT NATALIE LITWIN



Remarks to the Waterloo Regional Council June 10, 2009, Kitchener, ON (abridged):  
**Introduction.** The light rail revolution began in Canada

in Edmonton in 1978. Next to open LRT were San Diego and Calgary in 1981, followed by Portland (1986), and Sacramento (1987). Portland traded in freeway funding to build LRT. New LRT systems now total at least 20 include Los Angeles (1990), Baltimore (1992), St. Louis (1993), Denver (1994), Dalles (1996),

Salt Lake City (1999), Houston (2004), Minneapolis (2004), Charlotte (2007), and would you believe Phoenix, Arizona (2008).

Almost all of these cities are relatively low density. LRT was chosen because it was the best affordable form of rapid transit to attract people out of their cars. LRT provides transit users with a fast and very comfortable ride. Speed and reliability are assured by using dedicated rights-of-way that can use hydro and railway corridors as well as being on streets. Cost efficiency is assured by multiple-car trains with one operator. This affordable rapid transit keeps construction costs down by, for instance, modestly designed station stops. It provide a new high level of mobility for

### In this Issue

- ☼ St. Thomas-London commuter rail group formed
- ☼ July 16 Algoma trains summit at Searchmont (Sault Ste. Marie)
- ☼ Meet board member Gordon Woodmansey
- ☼ TurboTrain book by Jason Shron reviewed
- ☼ Weekend GO train service starts Toronto-Niagara Falls
- ☼ Bike Train Niagara Falls/North Bay
- ☼ Photo gallery: electrification and commuter rail

seniors, mothers with children and strollers, and for people with disabilities. LRT is worth its cost if only to give these latter segments of our community equal mobility, the ...continued on PAGE 2

**FROM THE PRESIDENT**

...continued from PAGE 1  
 kind of access that the majority of us take for granted.

**Light Rail - the Public's Mode of Choice.** There were two surprises that came with the light rail transit revolution. The *first* is that LRT has proved to be enormously popular with the public. Almost everywhere it has been built, ridership has grown by leaps and bounds, with initial ridership higher than predicted. This is no "wow" factor. It is just obviously better transit. No more treatment of the transit rider as a second class citizen. That's why your open houses in KWC showed such strong public support for this light rail plan.

Ridership success for LRT is not entirely accidental. Planners work hard to select routes which serve known transit generators such as office complexes, colleges and universities, shopping malls, sports venues, and so on. In Houston, for example, there is a noon rush on its LRT line, as staff in an adjacent medical complex use the light rail to travel to the nearby restaurant district in downtown Houston. Also, with LRT as the rapid transit backbone, planners usually reorganize their bus system as feeder or cross-town routes to the light rail so as to achieve an integrated transit network.

**Light Rail's Second Surprise.** The *second* surprise of the light rail revolution was that LRT stations became nodes or hubs attracting new commercial and residential development. The consequence is that now LRT is not just seen as better transit, but also as a city building development tool able to bring reurbanization to post-1950s cities

characterized by low density sprawl. Clearly in the KWC area, saving your neighbouring farm lands will require maintaining a strong urban growth boundary, and LRT will help achieve that goal.

**Oil Depletion and Climate Change.** The origins of the KWC rapid transit plan go back at least six years. It has always aimed at better transit that made sense. Finally transit riders would get something to make their trips pleasant, comfortable, and reliable across the whole of the urban region. But now there is an overarching factor that makes this move absolutely compelling.

Just a few weeks ago, two print items appeared that should refocus our minds. In the June issue of *Walrus* magazine, Chris Turner interviewed David Hughes, a geologist who worked 32 years with the Geological Survey of Canada, and now speaks to business and other groups about the end of the fossil fuel age. Turner writes: "If I understand you correctly, Dave, you're saying we're a decade or two from the onset of the terminal collapse of the global energy economy, and there's not enough of anything left, and no way to dig and drill fast enough for what is left (p. 24)," to which the answer is basically "yes."

Jeff Rubin, in his just released book, *Why Your World is About to Get a Whole Lot Smaller: Oil and the End of Globalization*, has a similar message. Rubin just stepped down as the CIBC World Markets' Chief Economist for almost 20 years. Rubin puts together the physical, economic, and geo-political evidence which unambiguously points to oil depletion in a world of rising demand for oil. This translates into oil soon again reaching \$100 a barrel

and going higher. Canada's oil sands won't help much because a barrel of tar-sands oil requires 1,400 cubic feet of natural gas to produce, and natural gas is also declining along with oil at a time of higher demand for gas. Prepare to live a different, less extravagant life style, he says. Quoting Rubin: "As people start to park their cars for longer and longer periods, they will increasingly want to get on the subway or LRT. And when they do, the legacy of North America's past transportation choices will come back to haunt the continent (p. 117)." This latter comment is a reference to the disinvesting in transit that started in the 1950's. Rubin sees rail transit as a required adaptation to a world without cheap oil. So if LRT makes sense just on the basis of its merits as transit, now it will also be a necessity if we are to have mobility in our urban areas in a world without oil. Calgary has shown the way; its LRT system runs on electricity from local wind farms.

**Conclusion.** In closing, please stick to your rapid transit plan. It will deliver as advertised and more. Remember it is a starter line. It will be extended in Phase 2. But if as successful as Transport 2000 thinks it will be, there will be a Phase 3 and 4. The cities that have got LRT that I mentioned previously have almost all added new branches. The branches in these low density cities are branches into low density areas, because there is the *third* LRT revolution in sight. Density will take second place to ridership per capita. People in droves will turn to transit if it is close by, frequent, relatively fast, and reliable, and that is what the LRT plan for the KWC area is all about. ■

## Light Rail For Kitchener-Waterloo-Cambridge

...continued from PAGE 1  
will continue to and along Hespeler Road to the Ainslie Street transit terminal in Galt. The \$583 million Phase 2 will extend the LRT into Cambridge mainly along the BRT route to Ainslie Street Terminal.

Next steps include seeking provincial and federal funding for Phase 1 and final route selection by 2010, with two years needed to prepare drawings and tendering. Construction would begin in 2012 and be completed in 2014.

For a number of years, Grand River Transportation, the Region's transit agency, has worked to improve its bus services. In 2006 it introduced a limited-stop express bus service every 15 minutes throughout the day weekdays the length of KWC on a route closely approximating the proposed LRT. This has been a common transit agency practice leading to building light rail (Calgary did this, for instance). In the EA process, the main choice was between LRT or BRT.

The KWC area expects to grow from 500,000 in population to 720,000 by 2031, with a parallel growth in employment. The Region is intent on reurbanization, curbing urban sprawl by attracting development to its central corridor. Planners state that LRT has a proven record of bringing development, with BRT poorly performing in this regard. It was also shown that BRT would quickly reach its maximum carrying capacity necessitating a switch to LRT. Though LRT has an initial higher cost, in the long term LRT moves large numbers of people more efficiently than buses, more than paying for its extra costs of construction.

On June 10, Regional Council held a special meeting to hear public deputations about the LRT rapid transit (RT) plan. Some 40 people made presentations at the six-hour meeting. Opponents argued that the region could not afford the plan, that better bus service was all that was needed, didn't think people would leave their cars to take transit, and called for a referendum. They claimed that making KWC transit-oriented would not succeed. In the end, a large majority of speakers supported the Region's RT plan.

Supporters of the light rail plan made many insightful points. (See President's Message for T2000's submission.) Support came from students, seniors, cyclists, a pedestrian group, the Labour Council, Waterloo University, environmentalists, and the local Federation of Agriculture. Several speakers looked forward to a time when they could be less dependent on owning a car to get around. The pedestrian advocate questioned the many planned road widenings where sidewalks often get little consideration, and wondered if such widenings were needed given that the transit plan anticipates getting people to drive less. A referendum should be rejected, stated another speaker; representative democracy trusts decision-makers to consider the needs of future generations that can't cast ballots now but would enjoy a transit-oriented reurbanized region. A spokesperson for recently formed TriTAG (Tri-Cities Transport Action Group) pointed out that Ottawa started with BRT that quickly reached capacity giving rise to mammoth downtown bus traffic jams. They went for the bargain model and it broke down. KWC

should avoid doing this with LRT from the start as the core of its RT plan. A civil engineer highlighted research which showed that the threshold ridership requirements for LRT will be met for KWC as demonstrated by data from the iXpress transit line. When asked about LRT in smaller cities, this speaker noted that the region once did have streetcars and electric interurban trains, undermined by the car and urban sprawl. Another speaker provided details on rail transit that now exists in smaller cities.

The most controversial aspect of the RT plan was the decision to build LRT to Cambridge in Phase 2. Cambridge Councillor Ben Tucci itemized the many benefits from LRT (but not BRT) such as induced ridership and induced development. He asked why the delay when these benefits would pay for the extension? He was concerned that BRT would bring only modest ridership gains and that this result would then be used to cancel the LRT extension to Cambridge altogether. Other speakers urged the full LRT plan be adopted now, or at least that Phase 2 should quickly follow.

Thanks to Transport 2000 members in KWC for supporting the RT plan through presentations on June 10 and through sending in letters, e-mails, and comment sheets. In tallying up communications as of June 16 with regard to the preferred option, the City reported that 60% were classified as "yes," 20% as "no," 15% questioned part of the preferred system, and 4% were undecided. Leaving aside Toronto's proposed rapid streetcar system (Transit City), with funding, KWC would be the first urban area to adopt electric light rail transit east of Calgary. Congratulations KWC! ■

**MEET BOARD MEMBER  
GORD WOODMANSEY**



Gordon grew up in Toronto, and completed his education at the University of Waterloo in Geography with sub-specialities in computer science

and transportation engineering. He got to know T2000 Ontario through our booth at the annual Toronto model railway show, becoming actively involved with us in the early 1990s. Gordon served on the consultative committee that helped write a Transit-Supportive Land Use Guidelines for the Province published in April, 1992. Aspects of the Guideline found their way into the Rae government's new municipal planning act retracted by the following Harris government. Gordon also worked on the Pearson Airport environmental assessment in the early 1990's. This work, with Dr. Judith Patterson, led to a new method of modelling aircraft emissions around airports.

Interested in how transportation and urban design are done elsewhere led Gordon to work in Japan for several years. In Japan he found that land use planning's limits on the size of stores has resulted in the formation of business districts around transit nodes which thrive through offering a diversity of many smaller stores, with such areas often developing reputations as centres for kids shopping, or books, or electronics, etc. Gordon was impressed by the integrated network of transit and inter-city transportation for which Japan is justly famous.

Gordon also spent a year living and working in England. He joined

Transport 2000 U.K. which was deeply involved in the challenges of British Rail privatization, and airport expansion at Heathrow. Returning to Toronto, he worked in the field of Geographic Information Systems, followed by a period of programming for the structural steel industry. He is currently working towards setting up a consultancy to provide structural steel programming services.

Returning to active participation in Transport 2000 last year, Gordon supports the implementation of high speed rail in Canada. We need it, he says, because of its big economic multipliers, and for its substantial environmental benefits. He is very much concerned about urban transit and urban design. Current reliance on cars and sprawl continue to worsen energy efficiency and damage the environment. Gordon supports Toronto's rapid streetcar plan (Transit City) as the way to quickly get rapid transit to the whole of Toronto. This form of rapid transit fits well our current population and employment densities, and can be built at an affordable cost. Transit City, and the current public interest in high speed rail, give cause for some optimism about at last meeting everyone's mobility needs ■

**NEW GOUP ADVOCATES  
COMMUTER RAIL  
BETWEEN ST.THOMAS  
AND LONDON**

St.Thomas — Young people are leading the way on discussions of commuter rail in St.Thomas. Chris Vazquez and Donald Gordon, two Central Elgin Collegiate Institute Grade 12 students, have a dream they believe can be achieved in the next decade. To measure interest

among their peers, Vazquez and Gordon conducted a survey at their school before conducting private meetings with other rail groups as well as public meetings in St.Thomas and Port Stanley. They have now officially formed the St.Thomas and London Commuter Rail Association, with a website [www.commuterbyrail.org](http://www.commuterbyrail.org).

View the group's display and join them at St.Thomas's Pinafore Park on **Canada Day**, July 1, 2009, 9am-9pm. The group also meets at the St.Thomas public library on Wednesday, **July 22** starting at 6:30pm.

Since 1983, retired railway employees have been working on railway heritage projects in the St. Thomas and Port Stanley area. Those who have turned up at public meetings have been excited and encouraged by the expertise of Vazquez and Gordon, excited because they form the next generation to be enthused about an environmentally friendly idea whose time may be coming back into vogue.

For Vazquez and Gordon, their dream has launched this effort to seriously look at a commuter train service on the tracks of the former London and Port Stanley Railway (L&PS).

Area residents have to reach back to the 1950s to recall the former L&PS which ran a successful passenger rail service from London to Port Stanley. Built in 1856 and electrified in 1913, the L&PS was also the way high school students traveled to St. Thomas from Port Stanley and from farms to the north of the city. Eventually the car culture, changes in government policy favouring trucking, and the loss of the postal contract for rail compa-

nies made the L&PS less appealing and less profitable to operate. The last trip was made in 1957, though CN uses its tracks from London to St. Thomas for freight.

Besides commuters avoiding traffic, bad weather, and the increasing price of fuel, Vazquez believes the proximity to White Oaks Mall and shopping in downtown London would make the service attractive for shoppers too. Running a shuttle from the rails for the two blocks over to White Oaks would allow access to anywhere in London through the London transit service. Several stops could be made to various locations in London such as accessing Fanshawe College. In return, London could access St. Thomas jobs or the Port Stanley beach once again.

"With thirteen thousand cars on Highbury Avenue between London and St. Thomas everyday, representing mostly single-passenger car trips, the opportunity for success is there," says Vazquez. According to Gordon, "Many people forget that the infrastructure needed is already in place for this venture and just needs to be linked together and repaired."

The first major step is to undertake a feasibility study to determine the business case for this dream. Organizational meetings have begun with volunteers signing up for committees to discuss strategic planning, fundraising, and public relations. Events to raise funds for a feasibility study are being planned for later this summer. In the meantime, the strategic planning committee will be laying out the scope for the study and applying for grants to assist. A public meeting was just held in London on June 25. Chris Vazquez can be contacted at 519-207-1323. ■

## **TURBOTRAIN: A JOURNEY - Book Review**

From 1967 to 1982, CN and then VIA Rail ran the TurboTrain between Toronto and Montreal. Built as a high speed train, the Turbo was highly popular with the travelling public, turning in a 4 hour 10 minute trip time between Canada's two main eastern cities.

As a child, Jason Shron rode the Turbo, fell in love with it and with railways, and has been an advocate for train travel ever since. In 2003 he started up a business of manufacturing HO-scale model trains, the first of his line being, of course, the TurboTrain. His company has recently announced an HO model of the CPR's famous 1955 luxury transcontinental train, the Canadian. Shron has significantly advanced HO-scale modelling by producing exquisite detail not just on the exterior of a model but also in other respects such as the undercarriage and interiors, using a durable plastic that keeps costs down.

Given the considerable research into the Turbo needed to produce his model, Shron decided to also publish an accompanying history as a paperback book. The book is not only the fascinating story of the TurboTrain in both the U.S. and Canada, but it is also an outstanding photo essay. Read and enjoy!

Turbo emerged from the design genius of Alan Cripe working with United Aircraft and taking inspiration from Spain's Talgo train. Using low-profile cars of short length built in aluminum, the Turbo was able to gain a significant weight reduction compared to standard streamlined passenger trains. Between the cars was a single-axle wheel set attached to an A-frame suspension system hinged at the top to each adjacent car so that each adjacent car was able to tilt going around curves using centripetal forces alone. This arrangement allowed for higher speeds on curves with tilting providing passengers a comfortable ride at the same time. At either end of the train was a

power car that contained the train's turbine engines and also a dome section that seated passengers behind the train's operators. Dome passengers could both watch the operators and the track ahead.

The turbos were not without their problems. In 1969, CN's TurboTrains were significantly altered to deal with winter weather. The turbos rode poorly on rough track and especially through complex junctions. They had high maintenance costs and were not fuel efficient. Still, after their initial teething problems, they became highly reliable trains. With the formation of VIA in 1976-78, the decision was made to move forward with the development of LRC cars and locomotives and the TurboTrains were soon scrapped. Worse, the government continued to disinvest in passenger rail as a mode of ground transportation. There have been no new long distance passenger cars built for Canada since the LRCs. The turbos proved themselves as high speed trains even though they never really had high speed track to run on.

In both Canada and the U.S., the TurboTrains set and still hold passenger train speed records. In the U.S., in 1967, a turbo reached 170.8 mph, and in Canada the turbo reached 140.6 mph in 1976. "The fact that the North American speed record was achieved almost half a century ago is a clear statement," writes Shron, "that the political leaders of this continent have lacked any sort of long-term vision as far as passenger transportation infrastructure is concerned" (p. 39). In the U.S., with five-year funding now approved for Amtrak, and a significant amount of money announced by the Obama administration for the development of fast and high speed trains, it is hoped that the U.S. has turned a corner on bringing back rail travel. The jury is still out on where Canada is headed. - Tony Turrittin

Jason Shron, *TurboTrain: A Journey* (Concord, Ontario: Rapido Trains Inc., 2007; 136pp, \$24.95). ■

## ELECTRIFY THE GO/ METROLINX GEORGETOWN CORRIDOR NOW

...an analysis

**Background.** GO Transit's (now Metrolinx) commuter line from Union Station to Brampton and Georgetown has taken on a special significance for the Province. Slated for eventual two-way all-day train service and eventual electrification as set down in the GTHA Regional Transportation Plan, as part of the bid for the 2015 Pan Am Games, a rail link to Pearson Airport has become a matter of urgency. CN's track was even bought by Metrolinx between Union Station and just west of Malton. A fast tracked Environmental Assessment (EA) process put into place is still in progress, a process where the public can affect change only by voluble and strident protest. The corridor is to be upgraded to four tracks in order to support both local and express trains including an airport express train between Union Station and Pearson, likely to be operated by a private company (still to be announced).

**Major citizen concerns.** As plans became available, citizen groups the length of the route to as far as Weston raised serious concerns giving rise to the umbrella group the Clean Train Coalition (CTC) ([www.cleantrain.ca](http://www.cleantrain.ca)). Residents along the line were appalled by the bridge and trench designs, by the lack of neighborhood stops on the local tracks, and by the huge increase in diesel-powered trains the route would see, from 50 per day to 300 and then 600 per day, spewing toxic pollutants and increasing noise. On top of these issues, earthquake-like pile driving started at the Junction where the

CN rail line (SE-NW) is to be put under the CP (east-west) rail line.

**A little bit of give.** Recently Metrolinx agreed to accommodate Liberty Village residents and the City by revising its proposed Strachan Avenue bridge moving to a more level crossing rather than a high bridge with long ramps. Also, pile drivers at the Junction will be shrouded, but Metrolinx still refuses to use more costly quiet pile placement techniques.

**Diesel trains and serious health impacts.** No other transportation agency in the world offers the density of diesel train services that Metrolinx is planning for the Georgetown corridor because that density clearly justifies electrification. GO has studied electrification for decades, but it always got put on the back burner. Residents have found much data that supports a link between diesel fumes and serious illnesses. They want electric trains to start up at the same time that the track upgrades to the corridor are completed.

**Toronto Board of Health calls for electrification.** Citizens achieved a victory when on June 15 the Toronto Board of Health recommended electrification now because of health concerns that would arise from increasing diesel fumes. Metrolinx's response to the earlier call for electrification from the CTC was to form a study committee but with no commitment to start electrification now. While Metrolinx consultants are still calculating the extent of pollution their trains will cause, the Board of Health in essence is asking: Why should laying down a large volume of carcinogenic pollutants, in a residential corridor that until now was free from such concentrations,

be tolerated when the alternative of electrification is so universally used, and also where the alternative itself has significant economies that will pay back much of its capital costs?

### **Getting to electrification.**

The CTC believes Metrolinx has exaggerated the costs and the difficulties of electrification. GO Transit's own recent reassessment of electrification (2008) was withheld from the public until a few days ago in response to a freedom-of-information request from CTC. This report will be on the Metrolinx website in several weeks.

**Benefits well known.** In commuter services, electrification provides operational and energy benefits. Electrified trains are quicker at leaving stations, and regenerative braking returns power to the catenary. Train length is easier to change. On the Georgetown route, more stops on the local tracks would be feasible with electrification.

### **Off-the-shelf technology.**

There are industry standards for railway electrification and many related products are available now. The standard for catenary electrification is 25kV 60hz AC. Choices of cars exist, including a stainless steel bi-level commuter car from Bombardier first delivered to New Jersey Transit (NJT) in 2006 and for AMT (Montreal) in 2009. Bombardier is now designing and will build a dual-mode locomotive for both NJT and AMT that can operate using electrified catenary and will use diesel when not under wire.

**Hydro-power readily available from Quebec.** Since 2008, the McGuinty government has had an agreement with the Quebec government to explore purchase of Quebec's surplus hydro power. No

need to draw on coal or nuclear power. Adjustments to Ontario's power grid can be done in time to link to Quebec and to accommodate electrification of the Georgetown corridor. (On Quebec-origin electric power, consult [www.cleanairalliance.org](http://www.cleanairalliance.org).)

**Conclusion.** Who's being cheap? Metrolinx is stalling on electrification. It will do more pile driving using obsolete methods. That will have punishing consequences in Weston where trenching will eventually be done. Metrolinx still opposes extending its roller-coaster short trench in Weston while the community wants a longer trench to continue south of Lawrence Avenue, and is also wondering why the CPR freight trains are being kept at grade level? Electrification has been put off yet again. One would think that upgrading the vital Georgetown corridor would be done within a framework of best practices, excellence, and a commitment long-term to doing what's best to optimize community building on the corridor and also to obtain economic development that pays dividends in jobs and property taxes. Spending dollars now for a class act that leverages maximum future benefits of all sorts (remember that the Georgetown route is also to host future high speed trains to Kitchener, Stratford and London) seems to escape Metrolinx and the Province when it comes to railways. But money flowed in very large amounts for Pearson, and promises to flow for a planned new cross-border bridge and connecting superhighway (billions in both cases). The Georgetown corridor deserves better. (Board of Health document location: [www.toronto.ca/egdocs/mmis/2009/hl/bgrd/backgroundfile-21895.pdf](http://www.toronto.ca/egdocs/mmis/2009/hl/bgrd/backgroundfile-21895.pdf)) - Tony Turrittin ■

## GO TRANSIT WEEKEND TRAINS TO NIAGARA

From June 27, Saturdays, Sundays, and holidays, until October 12, GO Transit will provide express train service between Toronto and Niagara Falls, taking 2-hrs and using its commuter rail cars. Trains depart Toronto at 6.30, 9.40, 16.15, 20.05, and 22.30 (bus). Trains leave Niagara Falls at 8.50, 12.20, 19.20, and 22.25. A stop at St. Catharines will permit taking a shuttle to Niagara-on-the-Lake which must be pre-booked through the NOTL Chamber of Commerce at 905-408-1950 (\$12.50 one-way). Fares are \$15.90 adult, \$7.95 senior/child one-way (\$14/\$7 for St. Catharines). Trains have limited space for bikes. We recall that Peel Region transportation planner and Transport 2000 member Doug Thwaites long ago urged GO to use its week-end spare equipment for just this kind of service. The train station in Niagara Falls is 4 km from the falls, with transit available. GO Transit fares are roughly half those of VIA and Greyhound. A group fare is also available. ■

## SUMMER BIKE TRAINS

Again this summer, on selected weekends for 3-day periods, VIA Rail hosts the Bike Train between Toronto, St. Catharines, and Niagara Falls. Further information may be obtained at [www.biketrain.ca](http://www.biketrain.ca) or by calling 866-333-4491 (M-F). Bike Train has added a new excursion to and from Toronto and North Bay August 7-10. On the 7th, the Northlander train leaves Toronto at 8.40 arriving North Bay at 13.50, and on the 10th leaves North Bay at 13.35 arriving Toronto at 19.15. These are tours with various amenities provided. ■

## VIA RAIL

VIA Rail has a new look to their website and is asking users to help them improve it. It has been redesigned to improve navigation to obtain various kinds of information. For July and August, VIA has discontinued the senior companion discount that allowed a senior 60+ to take a companion of any age with them free in economy class or obtain discounts for VIA 1 or long-distance trains. ■

## SUMMIT MEETING JULY 16 FOR ALGOMA PASSENGER TRAINS AT SEARCHMONT (SAULT STE. MARIE)

The Coalition for Algoma Passenger Trains (CAPT) is hosting "Algoma Rail Summit: Getting Transportation on Track" on July 16, 2009. Representatives of business, government and non-profit groups will participate. Topics include both retaining and building passenger and freight rail transport in this part of Northern Ontario. The public is urged to attend and to bring forward their questions and concerns.

The Algoma Rail Summit will begin with a train ride from the Sault to Searchmont. The train ride is optional with tickets being \$19.00. The train arrives at 10:40 am at the Searchmont Resort where the summit will take place. The schedule and agenda for the Summit is as follows:

- ▶ 11:00 am – Opening remarks
- ▶ 11:05 am – History of rail policy in Canada
- ▶ 11:25 am – Current situation of rail in Canada (question and answer period)
- 12:20 pm – Lunch
- ▶ 1:20 pm – Future of rail in Canada (question and answer period)
- ▶ 2:20 pm – Roundtable discussions
- ▶ 3:30 pm – Closing remarks
- ▶ 4:00 pm – Return chartered bus ride to Sault Ste. Marie

The keynote speaker on rail policy in Canada is Harry Gow, founder of Transport 2000 Canada. The keynote speaker for the current situation of rail in Canada will be the MP Dean Del Mastro who is chair of the Federal All-Party Rail Caucus.

Seating is limited, so please RSVP by calling Lori Middaugh at 705-949-2301 ext. 4356 or emailing [lori.middaugh@algomau.ca](mailto:lori.middaugh@algomau.ca). ([www.captrains.ca](http://www.captrains.ca)) ■

PHOTO GALLERY



Amtrak Acela at Westwood, Mass.  
Photo by Dick Leonhardt



New Jersey Transit (NJT) Bombardier Bi-Level Car; Photo by Richard Panse



Bombardier Dual-Mode Electric and Diesel Locomotive Ordered by NJT and Montreal's AMT

Photo notes: Top photo shows the most recent electrification of a main line railway, Amtrak's New-Haven to Boston electrification opened in 1999. The middle photo shows a New Jersey bi-level commuter car built to a profile to fit the railway tunnels leading into New York City. Passengers can load using either a high or low platform. The bottom photo shows an artist's rendering of the Bombardier ALP-45DP locomotive designed for use under electrified catenary, and with a diesel engine for power when not under wire. A combined order for this locomotive has been made by NJT for service in the Northeast Corridor going into New York City, and by Montreal's AMT for new commuter routes that will partly use the electrified tunnel under Mt. Royal. ■

LATE BREAKING NEWS:

**Toronto decides to pay the fed's portion to save streetcar order.** For over two years, Toronto's TTC has engaged in a tendering for badly needed new streetcars. Bombardier won the contract as lowest bidder, with a closing date of June 27. Federal stimulus money was denied on the grounds that the City's funding request didn't fit the program. But Toronto's proposal was for the feds to fund worker training and factory re-tooling, early phases of the multi-year procurement. On June 26, to make good on the contract, Council voted to pay the difference by deferring other major TTC projects.

BOARD MEETINGS

Our Board usually meets evenings on the 3rd Wednesday of the month. This year our July and August meetings may be by conference call. We meet at 215 Spadina Ave., Toronto. If you wish to attend or participate, please contact Natalie Litwin at 416-498-0612 or by e-mail at [n.litwin@sympatico.ca](mailto:n.litwin@sympatico.ca) to confirm date, time and place which are subject to change. ■

Transport 2000 Ontario Report  
ISSN 1713-6539

Editor: Tony Turriffin  
([turritti@hotmail.com](mailto:turritti@hotmail.com))

Contributions of news and items are welcome. We are looking for correspondents. Submissions, including articles and letters, are subject to acceptance and editing. Statements in this publication are those of the respective authors and are not official policy which is approved by the Board of Transport 2000 Ontario. Thanks to all who have helped out with the newsletter: Natalie Litwin, David Scott, Chris Vazquez, David Jeanes and volunteers at the National Office in Ottawa.

News to June 27, 2009.

CONTACT AND MEMBERSHIP INFORMATION

Transport 2000 Ontario: Working for environmentally, socially and economically sustainable transportation policies and actions.

E-mail: [ontario@transport2000.ca](mailto:ontario@transport2000.ca)  
Mailing address: Box 6418, Sta. A, Toronto, ON M5W 1X3  
Telephone: 416.504.3934 or toll free long-distance 1.866.542.1067  
Fax number: 416.410.9999. Or contact our President: 416.498.0612.

Join Transport 2000 to help us advocate for sustainable transportation. By joining Transport 2000 Ontario, you also become a member of Transport 2000 Canada. Members receive Ontario *Report* as well as our national newsletter *TransportAction*.

To join, send your name, address, telephone number, e-mail address (if any), and membership fee to our box address above. Our annual membership fees are: introductory (1st year only) \$20; regular \$35; senior \$30; student \$25; low income \$20; family \$50; non-profit affiliate \$75; business \$170. Transport 2000 Canada is a registered charity and donations to it receive a tax-credit receipt.

Our website is [www.transport2000.ca/ontario](http://www.transport2000.ca/ontario). A membership form is available at this website.