

Clean Train Coalition Progress Report

March, 2010.

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Metrolinx and the Provincial Government are feeling the heat from communities all along the rail corridor. The Human Train action, held on September 26, was a huge success and left no doubt about community support for clean, electric trains.

Shortly after the Human Train event, the Provincial Government instructed Metrolinx to use Tier Four diesel locomotives (which produce less air pollution), if and when they become available. Unfortunately, Tier Four diesels do not yet exist and no one can accurately predict when they will be available.

The good news is that our campaign has forced Metrolinx and the Provincial Government to respond to community pressure. The bad news is that they still plan to use diesel locomotives.

In the coming months, the **Clean Train Coalition** will again take the issues to the streets at community information meetings along the corridor. Individuals and organizations interested in hosting and/or publicizing local meetings are invited to contact the **Clean Train Coalition** at info@cleantrain.ca

The community information meetings will challenge Metrolinx's well-funded public relations campaign which is trying to create a positive image for diesel trains.

Here's what YOU can do

Please plan now to attend this important meeting!

Show your support for the campaign and get in-depth information about clean train issues!

CITY HALL CLEAN TRAIN FORUM

All aboard?

Diesel, electric and clean air: which way forward?

Monday March 22, 2010

6:30 – 9:00 p.m.

Council Chambers, Toronto City Hall, 100 Queen St. W.

Volunteer to distribute this leaflet in your neighbourhood.

Please contact info@cleantrain.ca and let the campaign know how many leaflets you need and where you can distribute them.

*Keep up-to-date on campaign issues. Visit: www.cleantrain.ca
Get on the campaign email list by contacting info@cleantrain.ca*

Help organize a Community Information Meeting in your neighbourhood!

Electrification Study

In response to community pressure, Metrolinx agreed to study the potential benefits and costs associated with replacing diesel with electric propulsion for GO trains. The study is now underway, and it is expected to be completed by December of 2010. This study is a delay tactic, but we're certain the study will find in favour of electric trains.

The superiority of electric is not in question, and every previous study has concluded that electric is the way to GO. While the study is underway, we have to build the political will to make sure this happens. We have to show our elected representatives that they must electrify GO's lines, beginning with the Georgetown Corridor!

clean-train-coalition
TRANSIT FOR A HEALTHY CITY www.cleantrain.ca

Here's why the Provincial Government must instruct Metrolinx to use electric locomotives, not diesels, on the railway corridor through our communities:

The good news about electric trains	The bad news about diesel trains
Electric trains use tried and proven technology which has been in use around the world for decades.	The Metrolinx plan to use Tier Four diesels is not credible because Tier Four diesels do not yet exist. Also, the Metrolinx plan is full of loopholes which would allow it to use very dirty diesels for many, many years.
Electric locomotives are much quieter than diesel locomotives.	Diesel trains are extremely noisy. Metrolinx has admitted that noise levels would DOUBLE along the tracks if diesel trains are used for the expanded service.
Electric trains do not create air pollution where they are used and can be powered by the cleanest available electric power.	All diesel trains produce air pollution—that's why they are not suitable for use in densely populated areas.
Because electric locomotives are much quieter than diesel, no additional sound walls are required.	Metrolinx proposes to build over 10 kilometres of concrete walls through our neighbourhoods - to reduce the noise from the high volume of diesels which would pass daily. The proposed walls would tower about 20 feet above the surrounding land and would be a blight on our communities.
Electric trains can accelerate and brake quickly, making it possible for them to make frequent stops - connecting with buses, subways and street car lines. With electric trains, the rail corridor which passes through our neighbourhoods could greatly improve public transit in our communities.	Diesel trains accelerate and brake slowly, making it impossible for them to make the frequent stops required by urban transit. They would not serve our neighbourhoods. A great opportunity to improve Toronto's transit system would be lost.
Using electric locomotives now would save money in the long run because electric trains are significantly less expensive to operate. Metrolinx's own studies show that electric trains pay for themselves in about 10 years. Plus, many costs associated with diesel trains would be avoided – such as monitoring stations for diesel pollution and the noise walls.	Diesel trains have no future in urban transit. Even Metrolinx and the Provincial Government admit that electric locomotives will eventually replace diesel locomotives on commuter trains.
If the Provincial Government acts quickly, there is still time to build an electric rail link to the airport.	Diesel trains would be completely out of step with the green goals of the Pan Am games. There is nothing “world class” about a diesel link to the airport.
Electric trains are three to four times more energy efficient and can take advantage of the growing availability of sustainable electric power.	Diesel trains, including Tier Four diesels, burn fossil fuels and contribute to climate change.

Electric trains for a better city

Good public transit is at the heart of smart urban development. Electric trains connecting the major transit routes in Toronto's west end would be a tremendous boost for the redevelopment of many neighbourhoods along the corridor. Diesel trains are not only noisy and dirty, they cannot make frequent stops because they accelerate and brake so slowly. Now more than ever, governments at every level must make forward-thinking, environmentally responsible decisions.