



Reader Comments on Roger Taylor November 8 Column

lucyloo wrote:

60,000,000.....hmmm....surely will be around 100,000,000 for unforeseens. Have these people ever thought of having a TRAIN with one engine take out and bring in maybe 100-150 truckloads at a time...once a day! For this kind of money a terminal could easily be built outside the city core, say Elmsdale... Windsor Jct... where these trucks could on-load and off-load, not only saving the truckers valuable time but also fuel. Wait a minute.... maybe this new invention.. the TRAIN could keep going and deliver these goods to where they are going, like Chicago or New York.... but these folks from these big, foreign cities are probably in the process of building more roads. What's that.... you say they're upgrading these RAILROAD thingies. POOR, POOR fools... can't they see Nova Scotia's advanced braintrust thinking?.....PITY!!

Quiet Comment wrote:

Couldn't agree more that this seems to be an impracticable idea. Not due to the south end property concerns but for logistics. Why not put the track back in and shunt the containers to a transfer area so the trucks can stay out of the downtown? Or as suggested a terminal in Woodside or the tunnel proposed by the Bridge commission.

halifaxjake wrote:

I agree... less trucks, more trains! And while they are increasing freight capacity, how about a commuter rail system??

BC wrote:

There are a couple of things most people are not aware of here. One of the main reasons traffic is down at Halterm is CN's Car distribution and allotment plan. CN released a lot of their leased rail cars back to the supplier and re-distributed remaining stock to the high volume areas, which does not include the Atlantic area. They have reduced staff and equipment to the point they can't supply engines and cars for rail transfers between the Terminals any more. So, the terminal transfers are made by trucks, these account for a large majority of trucks we see travelling through the downtown area. Apparently it's Ok

to beat the downtown streets to death than to disturb the whining south end residents. There is very little rail traffic on the cut in question, why not use it to spare the downtown core the damage the trucks are doing to the downtown streets?

lucyloo wrote:

BC...Yes there is probably little traffic on the rail between Rockingham and Halterm because CN made it that way.Their thinking is"why not have the Govt pay for our new railbed(asphalt roads)?" .Now I'm not sure of any conditions put on CN when they were privatized but there very well could have been something about guaranteed servicing in places like Halterm.....and I don't mean shifting it all to the highways,like the Windsor and Hantsport Rly has done....nothing west of Hantsport now.This may seem miniscule but this is the tip if the iceberg now showing up in Hlx.Face it folks,these outfits are run by upper canadians with there style of thinking and they always know what's best for us. I can remember the day when Ocean Terminal was an extremely busy frt yd as it should be today.We need councils to make these decisions made up of local forward thinking people...and NO MLAs or MPs or any ex-bureaucrat need apply.....and start TELLING companies like CN how they will operate in our neck of the woods!!