



## **Voice of the people – Sunday Chronicle-Herald**

**Sun. Feb 22 - 4:46 AM**

### **Let's talk trains**

Why am I hearing so much talk about putting trucks through the CN cut into Halifax, and virtually nothing about trains? Who is lobbying for trucks?

There used to be a double set of rail tracks into Halifax until one was torn up. It wouldn't cost \$250 million to replace them.

Since there are only one or two trains a day coming into Halifax, with a little bit of scheduling, you could have trains going both ways. If CN doesn't want to co-operate, expropriate!

Instead of spending another \$300 million or so on ferries, the same train tracks could be used for commuter trains from Bedford during peak hours, morning and night, again doing a bit of scheduling.

The ferry idea makes absolutely no sense whatsoever.

Ron O'Reilly,

Dartmouth

## **Simpler solution**

Regarding the rail cut plan, I don't believe that the initial intent was to create a major highway for trucks through the rail cut, with total separation between trains and trucks. There are many locations where railroads share the street with other vehicular traffic, called "street running." With only one freight train a day and Via Rail movements at a minimum, truck traffic could be easily accommodated and co-ordinated.

The simpler solution would be to build a tunnel under the harbour from the pier area to connect with Route 111 in Woodside, thence to the 118 and eventually to the 102. This would provide a quick exit from the Halifax peninsula and lessen truck and other traffic on the city streets.

A tunnel would be more politically expedient than a rail cut widening, and would provide a needed and more direct access to the Dartmouth and Eastern Shore areas.

LeRoy H. Little,

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