

VIA Rail passenger service—Cont'd

Routes—Cont'd

Quebec region—Cont'd

- Montreal-Senneterre, **18**: 9, 11
- Montreal-Trois Rivières-Quebec, **19A**: 9, 15
- Ottawa-Hull-Lachute-Montreal, **18**: 33, 36, 39; **19**: 31; **19A**: 9, 15; **21**: 6
- Ottawa-Montreal, **16**: 32; **18**: 39, 42, 43, 44; **19**: 30, 31, 37-8; **25**: 29-30; **28**: 25
- Ottawa-Montreal (via Vankleek Hill), **26A**: 4, 5
- Sainte Foy-Chambord, **18**: 9, 11; **19A**: 8, 15
- Sherbrooke-Montreal, **19A**: 6-7, 8, 15

Quebec-Windsor corridor

- Fare increase, **19**: 21
- Financial viability, **32**: 12; **33**: 8
- Light, Rapid and Comfortable (LRC) trains, **15**: 41; **16**: 17, 31; **17**: 37, 38, 39; **19**: 39-40; **24**: 31; **27**: 22; **28**: 24, 25; **30**: 22; **32**: 7, 19-20
- Passenger usage, **16**: 32; **19**: 39; **28**: 27, 28
- Service, increase, **17**: 15-6, 38, 39, 40; **19**: 6

Supercontinental

- Abandonment, effect on Jasper tourist industry, **15**: 36; **16**: 11; **17**: 17, 18, 36; **18**: 10; **33**: 10-2
- CTC Order No. R-22346, **26A**: 3, 4, 5
- Cutback alternatives, **17**: 17-8; **18A**: 8, 9; **19A**: 3, 13, 16
- Description, **18A**: 7
- Historical background, **17**: 9
- Passenger usage statistics, **15**: 17, 22-3; **16**: 10; **18**: 35

West region

- Calgary-Edmonton, **19**: 40; **32**: 12, 13
- Edmonton-Drumheller, **19A**: 13, 16
- Jasper-Prince Rupert, **19A**: 14, 16
- Prince Albert-Regina, **19A**: 13, 16
- Winnipeg-Edmonton-Vancouver, **19A**: 12-3, 16; **26A**: 3, 4, 5

See also above Cutback program, July 27, 1981

- Scheduling conflicts with freight service, **23**: 23-5, 28-9; **25**: 7-8
- Short-haul trains and long-haul trains, comparison, **27**: 11-2, 15, 18; **27A**: 4, 5

- Study by parliamentary committee, **17**: 8, 11-2, 13, 27, 29, 32, 41; **30**: 2-3, 18, 19; **32**: 27

Committee recommendation, **30**: xi,3; **32**: 27

Transcontinental service

Double-spine

- Cost estimates, with new equipment, **15**: 13
- Importance in emergencies, **18**: 33-4, 35
- Financial viability, **32**: 11, 12
- Foreign countries, comparison, **15**: 14, 16, 39; **27**: 24-5
- Significance vis-à-vis national unity, **16**: 5-7, 10, 29; **17**: 8, 37, 39, 41; **27A**: 1; **32**: 12

Single-spine

- Cost comparison with double-spine, **15**: 43
- Passenger load capacity, **15**: 37, 39-40, 41, 42-3

See also

Transport 2000 Canada

VIA Rail Canada Inc.

Vincent, Nicholas, Executive Director, Transport 2000

Remarks concerning VIA cutback program, reference to, **16**: 6

Voyageur Entreprises Ltd.

Definition, **7**: 5

Walker, Jean, Manager, Legislative and Policy Planning, Corporate Planning Branch, Canada Post

Bill C-42, **12**: 38-9

VIA Rail, service-voyageurs—Suite

États étrangers, service-voyageurs par chemin de fer, comparaison

- Aperçu, **30**: 19
- Investissements afin d'améliorer le service, **15**: 14, 16, 18, 39; **18**: 16-7; **24**: 30

Situation budgétaire, **5**: 32, 52; **18**: 15, 17; **19**: 24-5; **25**: 6, 10; **32**: 12

Voyageurs, utilisation, **16**: 12, 24; **18**: 15, 16, 19-21, 22, 25-6, 30-1, 34

Étude par un comité parlementaire, **17**: 8, 11-2, 13, 27, 29, 30, 32, 41; **30**: 2-3, 19, 20; **32**: 27

Comité, recommandation, **30**: xi,3; **32**: 27

Lignes

Atlantic Limited

- Alimentation, services, **18**: 46, 47
- Conservation, raisons, **16**: 13-4, 15-6, 17; **18**: 34-5, 45, 46; **19**: 34

Définition comme train interurbain, **19**: 28, 32

Description, **18A**: 6-7

Élimination, raisons, **16**: 14; **17**: 36; **19**: 32, 34

Historique, **17**: 9

Pourcentage coûts-rendements, **16**: 15, 19

Réductions de service, alternatives, **18**: 41; **18A**: 5, 7, 8, 10, 11; **19A**: 2, 4, 7, 18

Voyageurs, statistiques d'utilisation, **15**: 32-3, 42; **16**: 15-20, 23-4; **17**: 18; **18**: 8; **19**: 32; **30**: 11; **32**: 21-2

Wagons, nombre, **16**: 19-20; **18**: 44

Atlantique, région

- Campbellton-Moncton, **19A**: 6, 18
- Edmunston-Moncton, **17**: 40; **18**: 8-9, 40; **19**: 20; **19A**: 2, 5, 18
- Halifax-Moncton, **32**: 12
- Halifax-Moncton-Saint-Jean-Fredericton, **19**: 40
- Halifax-Saint-Jean, **19A**: 4-5, 18
- Halifax-Yarmouth (*Dominion Atlantic Railway*), **18**: 21; **19A**: 6, 18
- Saint-Jean-Moncton, **32**: 12, 21, 22
- Sydney-Halifax, **19A**: 6, 18; **21**: 10
- Truro-Sydney, **19**: 40

Canadian

- CCT, Ordonnance no. R-22125, **26A**: 3, 4, 5
- Capacité limite, **15**: 37; **19A**: 12
- Désavantages de la route en comparaison avec le *Supercontinental*, **15**: 11; **17**: 36; **19A**: 13
- Description, **18A**: 7
- Historique, **18**: 5
- Propositions alternatives, **18A**: 8, 10, 11; **19A**: 2, 9-10, 13, 19
- Voyageurs, statistiques d'utilisation, **15**: 23; **16**: 10; **18**: 10
- Wagons, nombre, **17**: 36; **27A**: 6

Ocean Limited

- Capacité limite, **18**: 34-5, 45; **19A**: 4
- Désavantages de la route en comparaison avec l'*Atlantic Limited*, **15**: 10-1; **16**: 13-7; **17**: 36; **18**: 8; **19A**: 3-4; **32**: 21-2
- Description, **18A**: 6-7
- Propositions alternatives, **18A**: 7, 8, 10, 11; **19A**: 2, 4, 18
- Voyageurs, statistiques d'utilisation, **15**: 21-2; **16**: 23-4
- Wagons, nombre, **18**: 44, 45

Ontario, région

- Armstrong-Winnipeg, **19A**: 10, 19
- Capreol-Hornepayne, **19A**: 10, 19
- Capreol-Winnipeg, **18**: 10; **19A**: 10, 19
- Havelock-Toronto (avec tableau concernant l'utilisation), **16**: 35-41; **17**: 28; **19A**: 11, 19
- London-Windsor, **28**: 27, 28
- Montréal-Ottawa-Sudbury, **19A**: 2, 9-10, 19; **26A**: 3, 4, 5
- Montréal-Toronto, **16**: 32; **18**: 42; **19**: 32-3, 39; **28**: 27; **32**: 8, 17
- Ottawa-Smiths Falls-Brockville, **23**: 23; **32**: 8, 17