

Letter To The Editor

RE: New bus link to downtown, Old Port; To blaze path for tramway sources say, Linda Gyulai, The Gazette, Wed., June 4, 2008, Pp.A1, A6.

TO: <http://www.montrealgazette.com/viewpoints>

Dear Editor,

It is surprising to learn that Dinu Bumbaru of Heritage Montreal describes tramways' accoutrements as junk and "... polluting the environment."

Buses also have stops and shelters and they are certainly more pleasing to the eye than peeling paint and graffiti.

If anything a conventional bus has a larger carbon footprint and requires more drivers.

Tramways were part of Montreal's heritage until 1958. They defined how Montrealers travelled and lived for more than a century. I would invite Mr. Bumbaru to visit the Canadian Railway Museum and to see what was lost in terms of energy efficiency, comfort, frequency and a wide service area when Montreal switched to infrequent diesel belching buses.

If aesthetics are a concern and overhead wires are considered unsightly, catenary can be replaced by long established but more expensive third rail trough or slot technology. A conduit is placed in a socket with no fear of electricution at street level. A shoe or plough connects the tram with the power. Streetcars in Washington, DC, New York City, London, England and Paris, France had conduit lines.

(Please see: http://en.wikipedia.org/wiki/Conduit_current_collection, http://www.examiner.com/a-1264295~City_s_desire_for_overhead_power_lines_complicates_streetcar_program_revival.html,

http://www.examiner.com/a-1264295~City_s_desire_for_overhead_power_lines_complicates_streetcar_program_revival.html)

Battery powered ultralight rail vehicles with fly wheel technology are an inexpensive alternative.

(Please see: [Ultra Light Rail](#))

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Also nano enhanced ultracapcitors will be able to replace their corrosive battery technology in the near future. (Please see: <http://web.mit.edu/erc/spotlights/ultracapacitor.html>)

Yours Sincerely,

Avrom David Shtern