

## Vancouver Island Rail Transit

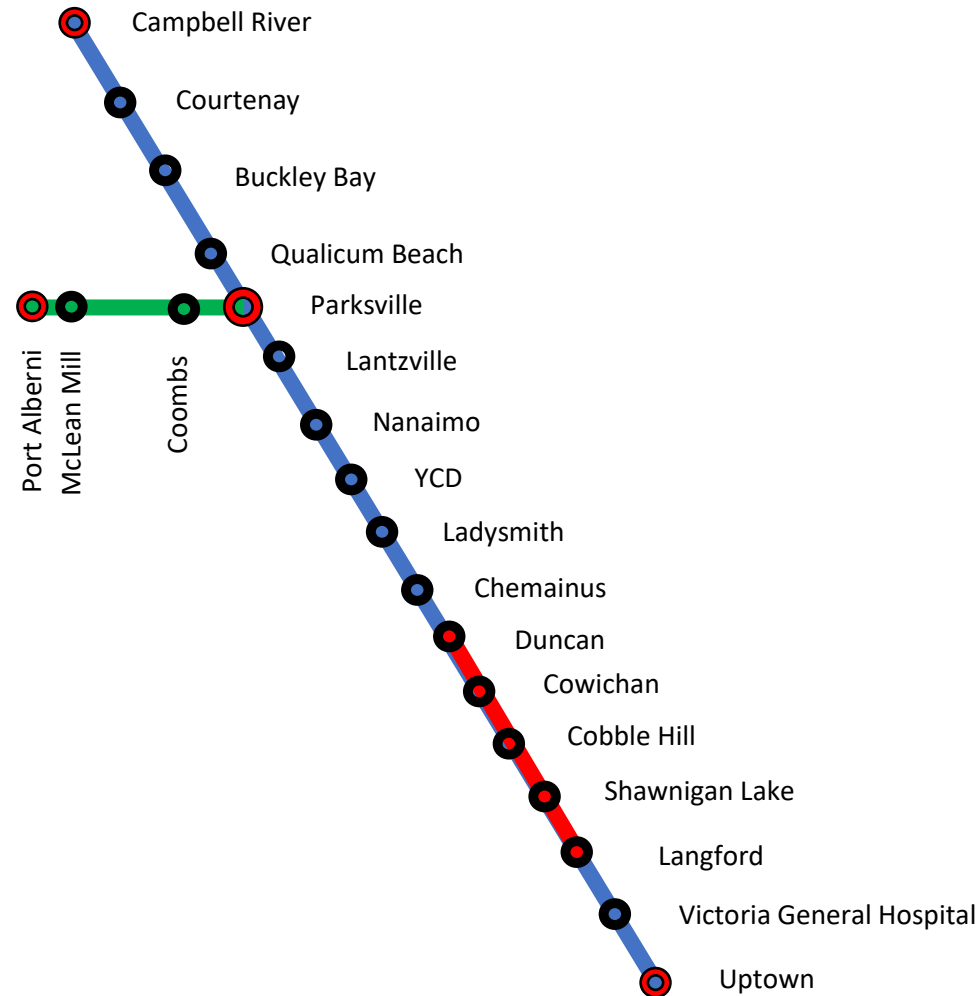
Written by Gwyer Webber (2018-2025)

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The Island Rail Corridor would be preserved for an **Intercity Passenger Rail Service, Freight**, and a **Multi-Use Trail** beside the rail line. The rail line can be built in phases with Phase 1 from Uptown to Lantzville.

### Battery Electric Multiple Unit

(Red denotes overhead power)



## Intercity Passenger Rail Service

- The rail line would be upgraded with new rail and concrete ties to allow for scheduled passenger rail service throughout the day.
- The rail line would be elevated or placed underground per First Nations requirements.
- The travel time between Courtenay and Victoria is maximum **3.5** hours. The travel time between Courtenay and Victoria would be over 5 hours on five BC Transit buses. The travel time between Duncan and Victoria is approximately **60** minutes.
- Trains 1 and 2 start and end at Duncan. Trains 3 and 4 start and end at Uptown. Trains 5-8 start and end at Courtenay.
- Trains 9 and 10 start and end at Port Alberni.

## Passenger Rail Rolling Stock

### Victoria Subdivision

- Intercity Rail between Courtenay and Uptown would require eight rail vehicles plus 2 spares.
- Station platforms are 170m long and 550mm high.
- Four car Stadler Flirt **Battery Electric Multiple Units**. These are FRA compliant.



### Port Alberni Subdivision

- Intercity Rail between Parksville and Port Alberni would need 2 rail vehicles plus 1 spare.
- Station platforms are 85m long and 550mm high.
- Two car Stadler Flirt **Battery Electric Multiple Unit**. These are FRA compliant.

## Freight Rail Service

- All freight would run on the mainline outside of the passenger rail schedule.
- Negotiate an agreement with Paper Excellence to use the existing rail barge access at the Crofton Pulp and Paper Mill. The existing Wellcox Rail Yard would be phased out and redeveloped by ICF or returned to the Snuneymuxw First Nations. The right of way through the Snuneymuxw First Nations Reserve would be returned to them. The rest of the spur rail line would stay in place to allow access for Coastland Wood Industries. The propane cars would go to Superior Propane in its existing location.
- **New services would be feasible when the rail line is upgraded.** The grain rail cars would go directly to the grain terminal and siding in Duncan. The fly ash rail cars would go to an off load siding at key locations such as the CRD and Port Alberni.
- There would be redundancy if both Crofton and Harmac terminals are connected and agreements in place.

## Rail Costs

- The estimated cost in the Stantec Report (CVRD Ultimate Phase) is **\$4.01 million dollars per km.**
- There would be additional cost for stations, rail vehicles, a maintenance building, a signaling system, and route alterations through First Nations Reserves where required. The total cost would be around **\$10 million dollars/km.**
- **If rail was removed from the corridor the cost for passenger rail service in the future would cost several times more.**

## Road Costs

- The cost of the 3.8km “bus-on-shoulder” lanes on Hwy 1 in the Victoria area is costing **\$95 million dollars.** This is **\$25 million dollars per km.**
- The 10km section from 216<sup>th</sup> to 264<sup>th</sup> is costing **\$345 million dollars.** This is **\$34.5 million dollars per km.**
- The 13km section from 264<sup>th</sup> to Mt Lehman Rd is costing **\$2.34 billion dollars.** This is **\$177 million dollars per km.**
- The 8km section from Mt Lehman Rd to Hwy 11 is costing **\$2.65 billion dollars.** This is **\$332 million dollars per km.**

## Freight Rolling Stock

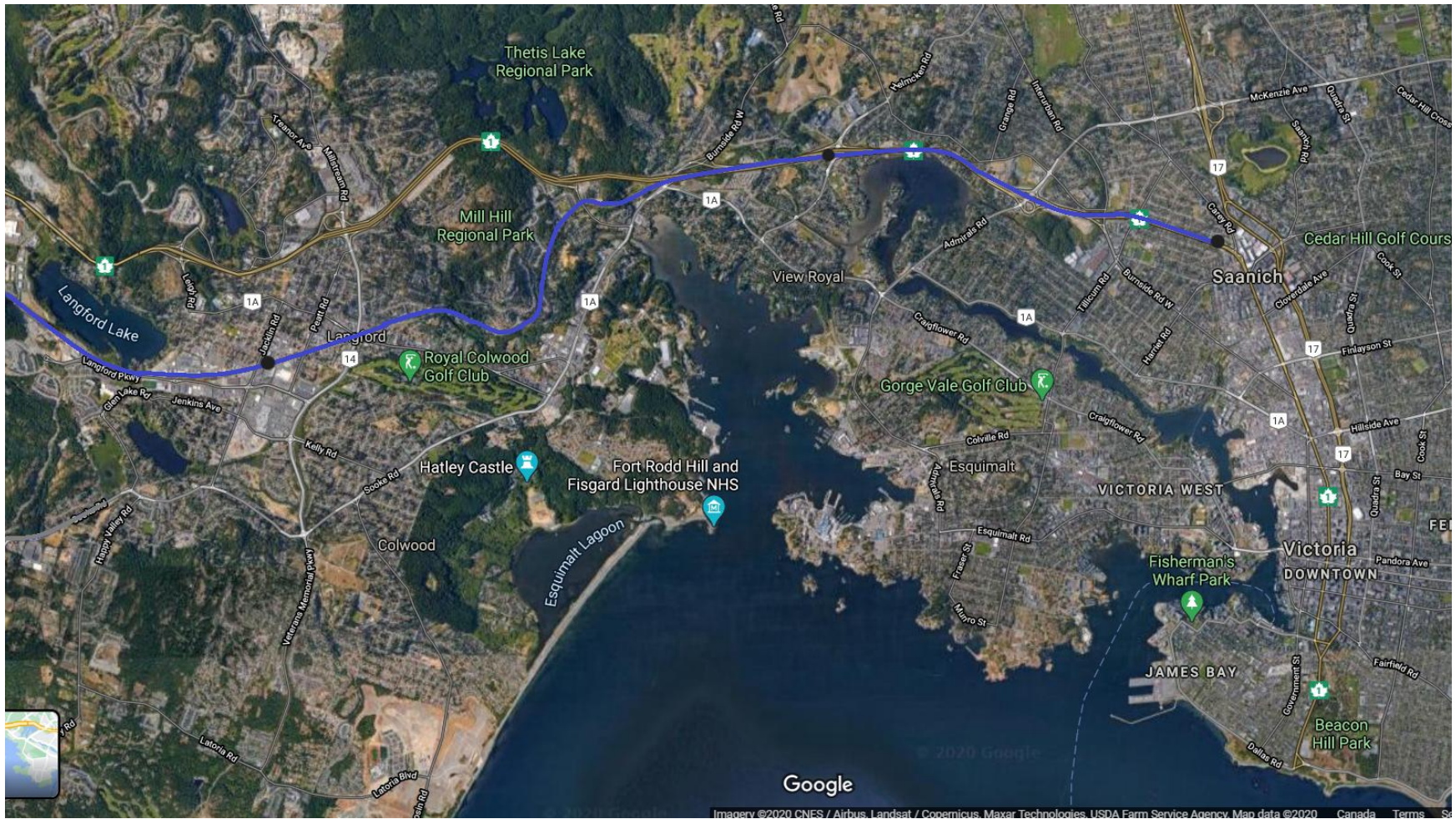
Freight trains would run outside of the Intercity train hours. Sweden has purchased 60 of these multi role locomotives and can be used in the yard as well as on the mainline. The locomotives can be dual mode (Electric/Deisel Electric) and can pull up to 60 freight cars. They are designed for multiple unit operation, up to three locomotives.





## New Victoria Area Alignment

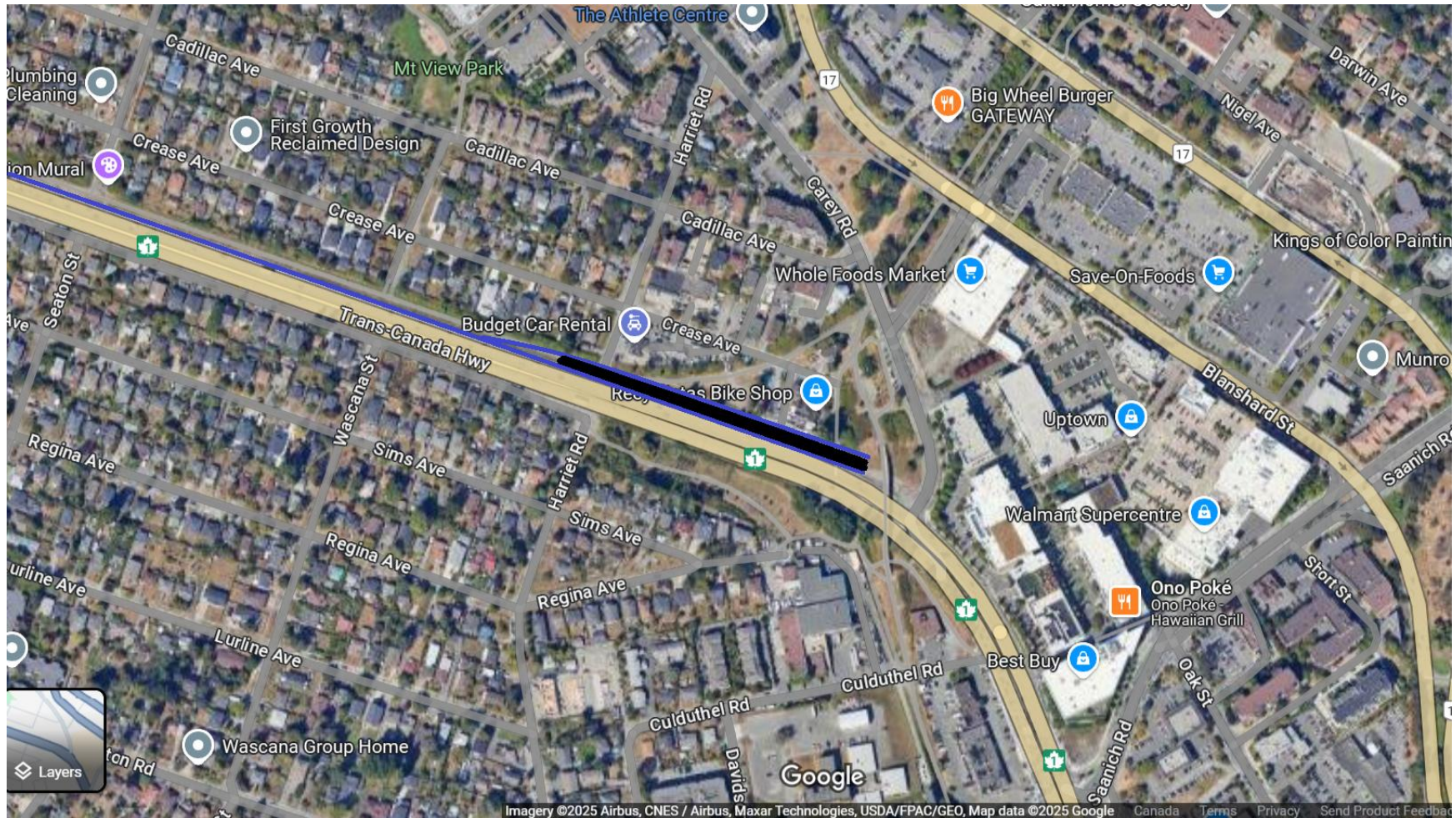
A station at Helmcken Rd would allow direct access to the Victoria General Hospital, View Royal, and Esquimalt.





## Uptown Station

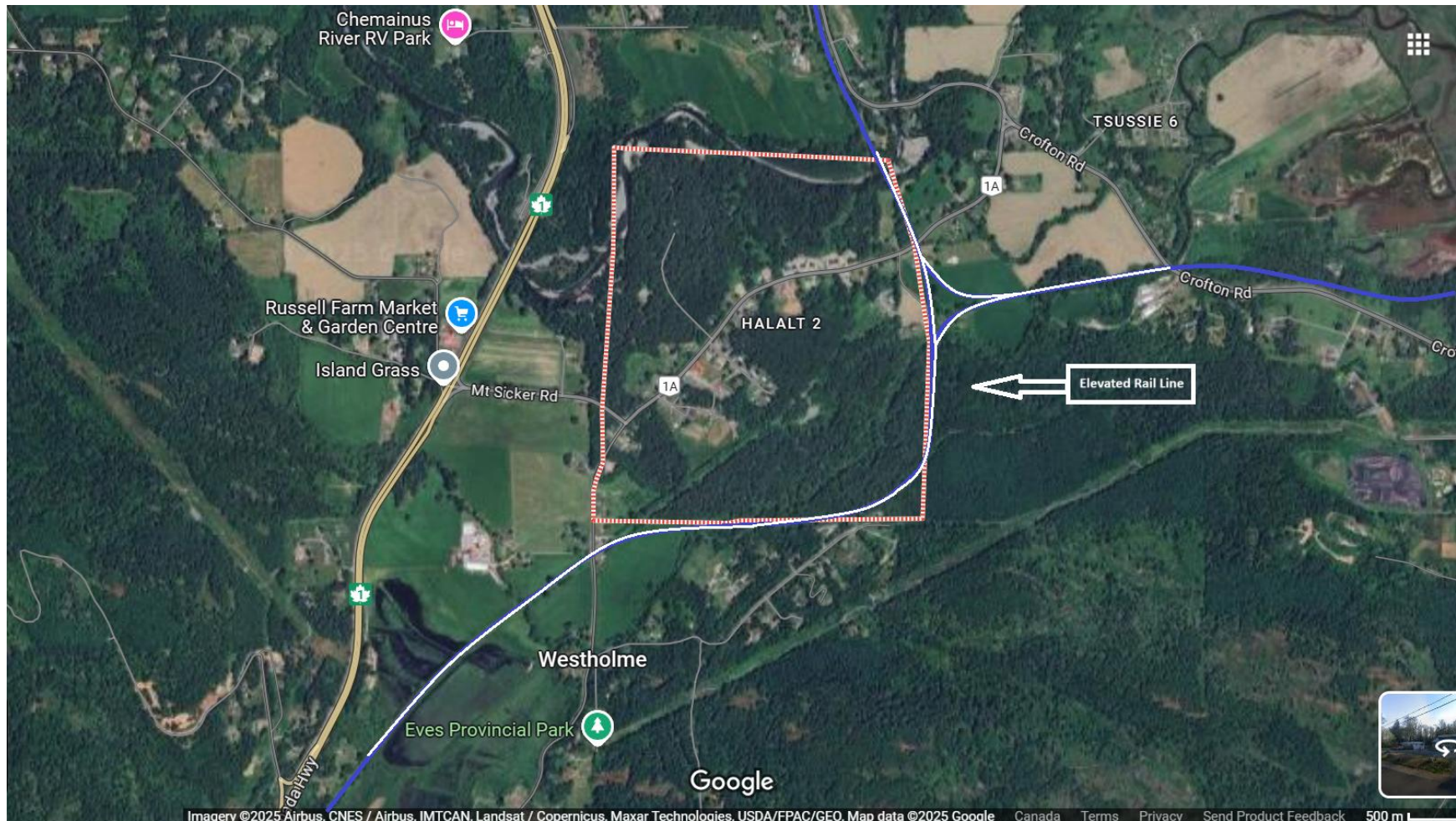
A station with a double track island platform at the Uptown Bus Exchange. This platform would be 210m long and 550mm high.





## Halalt First Nation Reserve

The rail line would be elevated and go around the east side of the Halalt First Nations Reserve. Negotiate an agreement with the Crofton mill to use the existing rail slip and rebuild the access from the mainline to the mill's rail yard.



## Crofton Rail Yard and Maintenance Building

Negotiate an agreement with Paper Excellence Canada for use of the rail barge terminal at Crofton. Rebuild the rail access from the mainline to the rail track at the Crofton mill. Add a new storage yard for the Island Corridor freight and a maintenance building for the passenger and freight vehicles. The number of rail lines shown bellow are not to scale. The area should fit additional sidings.





## Stz'uminus First Nation Oyster Bay 12 Reserve

**Option 1:** A station could be placed by the commercial area for First Nation access and increase business traffic.

**Option 2:** The rail line would be elevated or placed underground through the reserve.





## Snuneymuxw First Nations Reserve

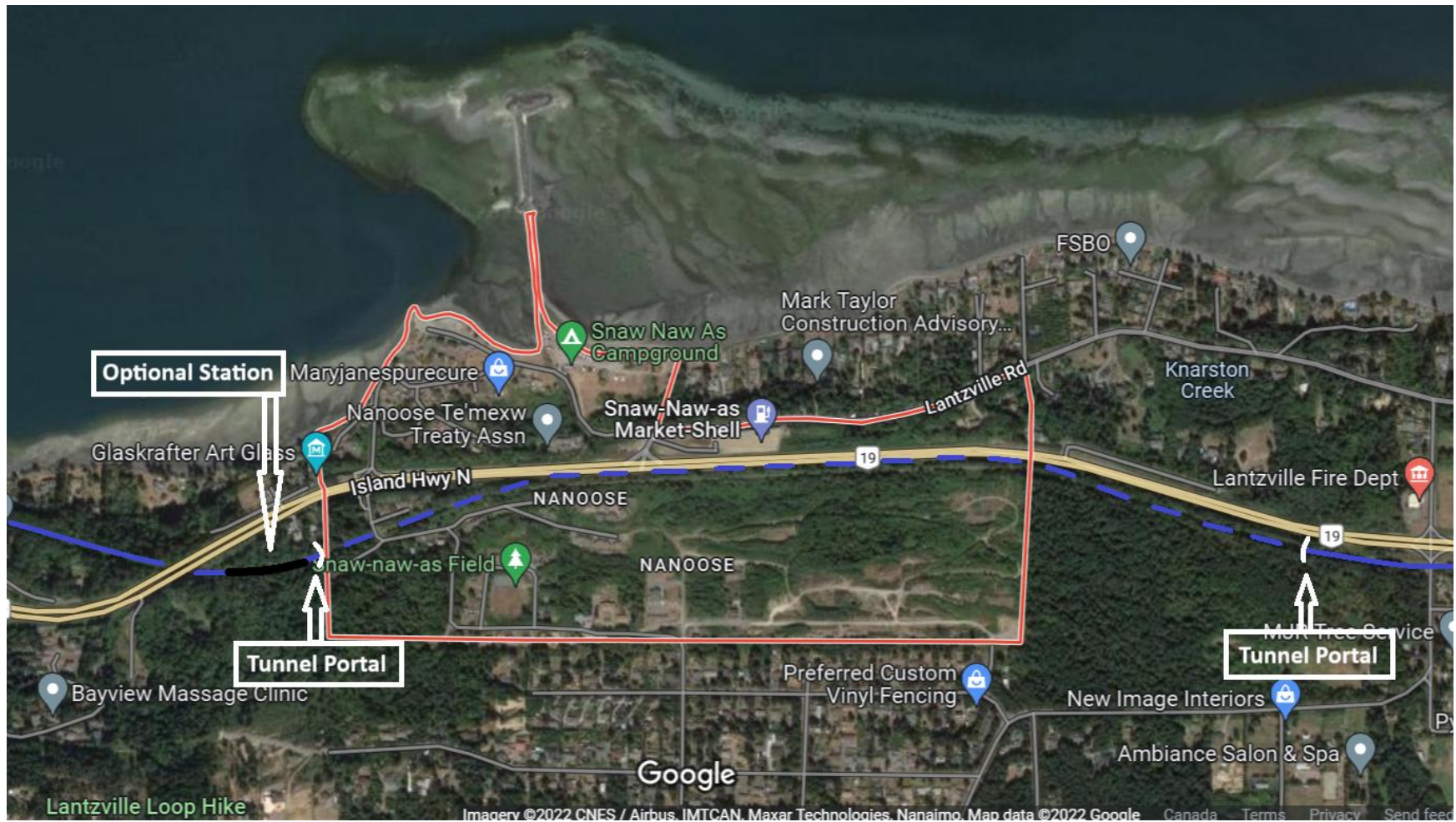
When the mainline is upgraded and the new rail yard and access is completed at Crofton, the right of way through the Snuneymuxw First Nations Reserve can be returned and the Wellcox Yard redeveloped. The rail line to Coastal Wood Industries would be retained. Superior Propane would stay at existing location.





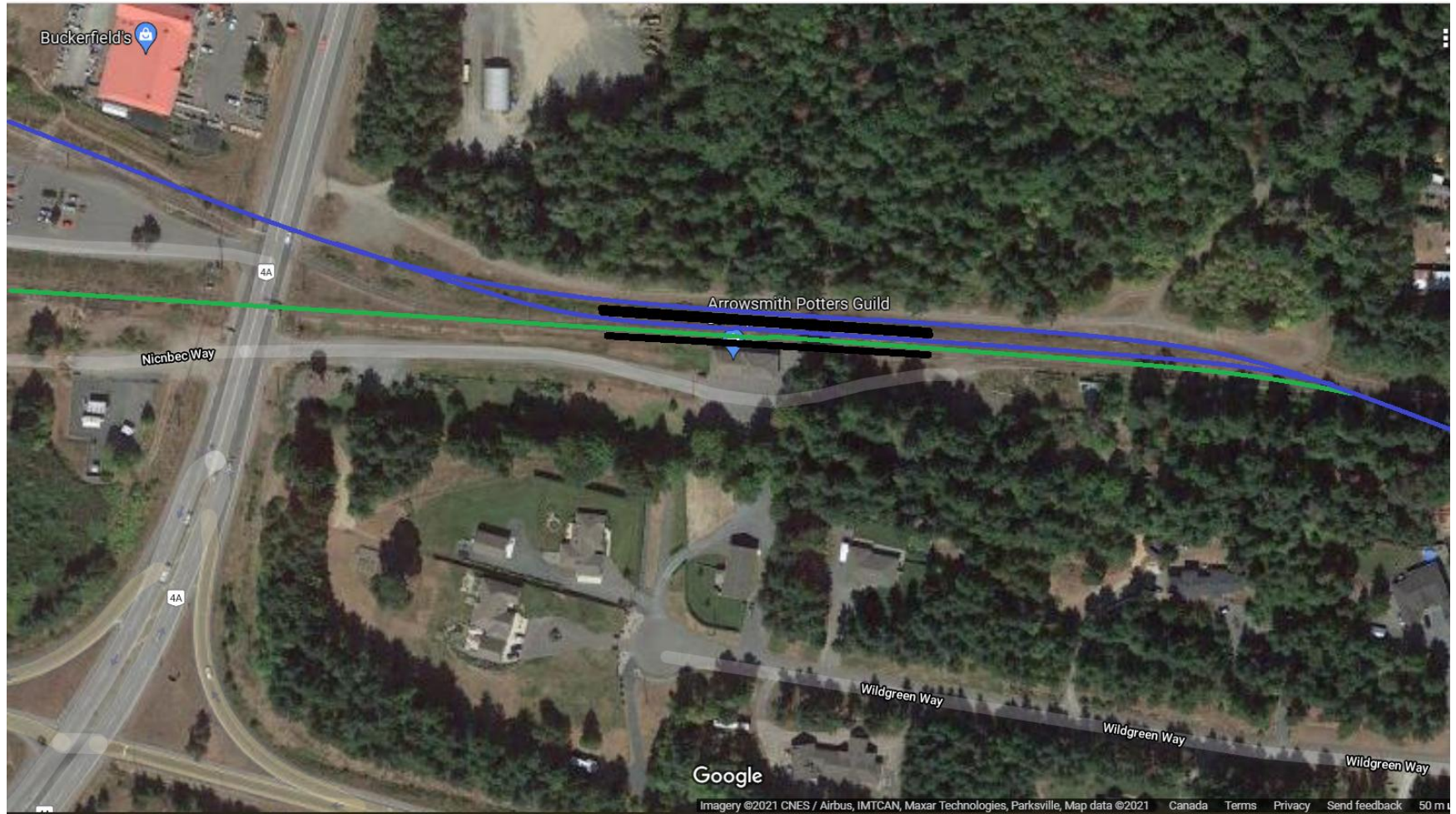
## Snaw-Naw-As First Nation Reserve

The line would be placed underground through the reserve.



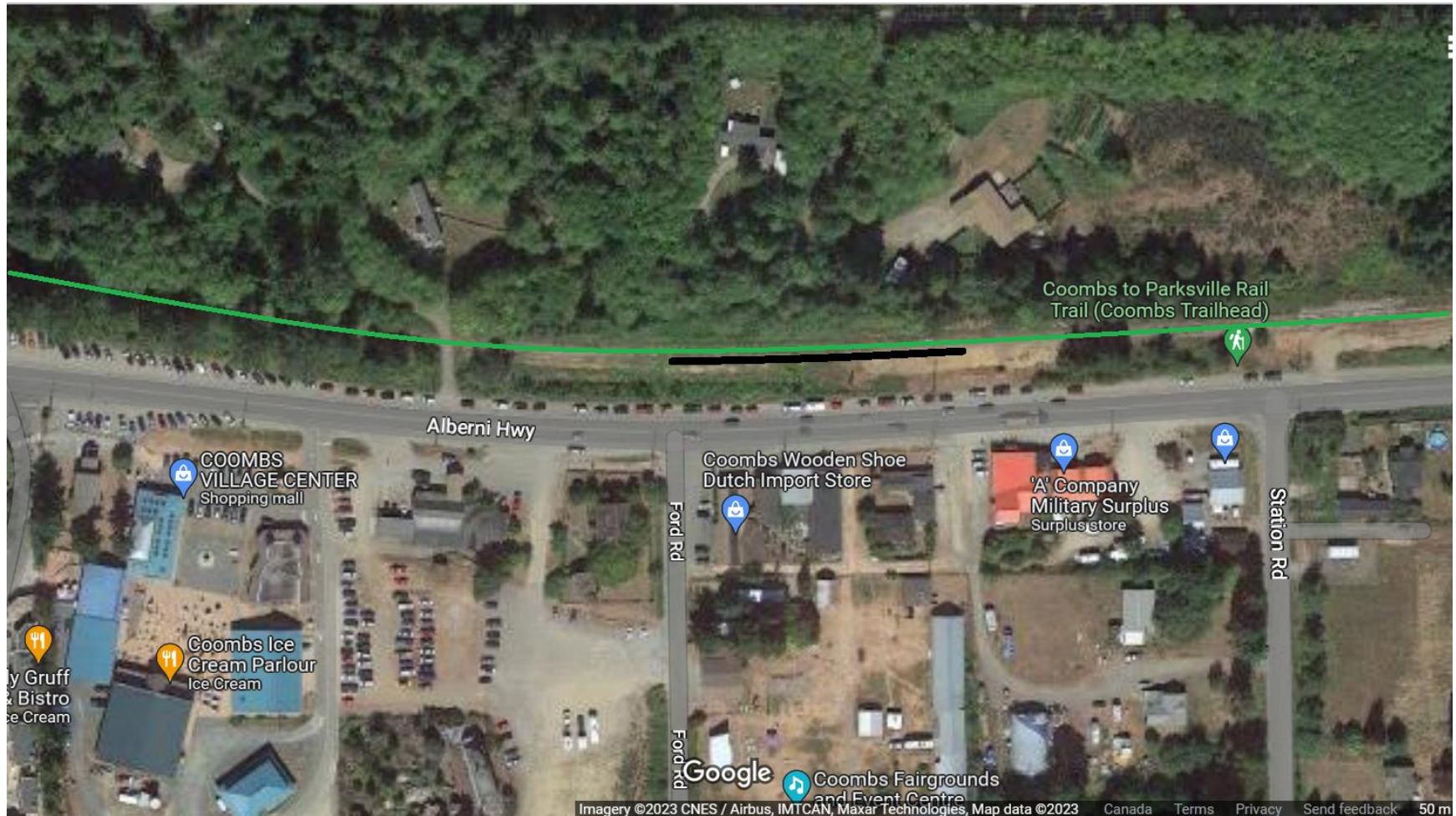
## Parksville Station

Blue denotes Victoria Sub. Green denotes Port Alberni Sub.





## Coombs Station





## Port Alberni Station

The existing train station would have two platforms to allow for the regular service to Parksville plus the Heritage train. When the passenger train is in service all local bus routes would require rerouting to the train station.

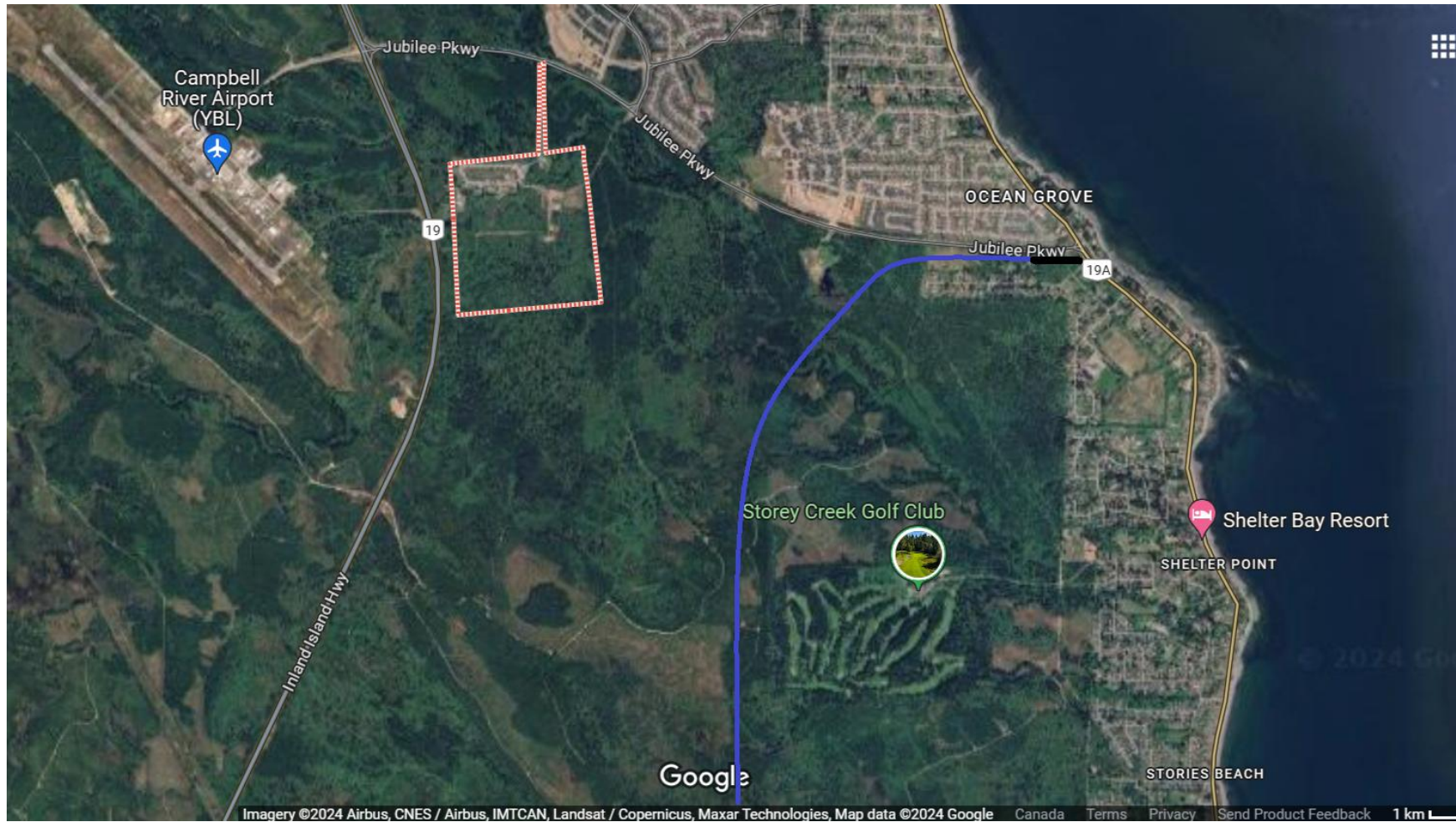




## Future Duke Point Terminal



## Future Campbell River Station





## Travel Times

The travel time between stations are calculated at 80km/hr between Cowichan and Courtenay instead the of 90km/hr used in the IRCCA Report. Maximum travel time between Courtenay and Uptown would be 3.5 hours.

Northbound				
Station to Station		km	Minutes	Avg. Sp.
Uptown	VGH	4	4	60km/hr
VGH	Langford	10	10	60km/hr
Langford	Shawnigan	31	31	60km/hr
Shawnigan	Cobble Hill	4.7	5	60km/hr
Cobble Hill	Cowichan	4.4	5	60km/hr
Cowichan	Duncan	10	8	80km/hr
Duncan	Chemainus	18	14	80km/hr
Chemainus	Ladysmith	12	9	80km/hr
Ladysmith	YCD	9	7	80km/hr
YCD	Nanaimo	14	11	80km/hr
Nanaimo	Lantzville	14.5	11	80km/hr
Lantzville	Parksville	22	17	80km/hr
Parksville	Qualicum	10.6	8	80km/hr
Qualicum	Buckley	39	30	80km/hr
Buckley	Courtenay	22	17	80km/hr
Courtenay	Campbell R	38	28	80km/hr

Southbound				
Station to Station		km	Minutes	Avg. Sp.
Campbell R	Courtenay	38	28	80km/hr
Courtenay	Buckley	22	17	80km/hr
Buckley	Qualicum	39	30	80km/hr
Qualicum	Parksville	10.6	8	80km/hr
Parksville	Lantzville	22	17	80km/hr
Lantzville	Nanaimo	14.5	11	80km/hr
Nanaimo	YCD	14	11	80km/hr
YCD	Ladysmith	9	7	80km/hr
Ladysmith	Chemainus	12	9	80km/hr
Chemainus	Duncan	18	14	80km/hr
Duncan	Cowichan	10	8	80km/hr
Cowichan	Cobble Hill	4.4	5	60km/hr
Cobble Hill	Shawnigan	4.7	5	60km/hr
Shawnigan	Langford	31	31	60km/hr
Langford	VGH	10	10	60km/hr
VGH	Uptown	4	4	60km/hr

Westbound				
Station to Station		km	Minutes	Av. Sp.
Parksville	Coombs	7	6	70km/hr
Coombs	Port Alberni	56.4	48	70km/hr

Eastbound				
Station to Station		km	Minutes	Av. Sp.
Port Alberni	Coombs	56.4	48	70km/hr
Coombs	Parksville	7	6	70km/hr

## Train Schedule

Northbound					
Train #	Uptown Depart	Duncan	Parksville Arrival	Parksville Depart	Courtenay Arrival
1	8am	9:05am	10:15am	10:30am	11:25am
2	9am	10:05am	11:15am	11:30am	12:25pm
3	10am	11:05am	12:15pm	12:30am	1:25pm
4	11am	12:05am	1:15m	1:30pm	2:25pm
5	1pm	2:05pm	3:15pm	3:30pm	4:25pm
6	2pm	3:05pm	4:15pm	4:30pm	5:25pm
7	3pm	4:05pm	5:15pm	5:30pm	6:25pm
8	4pm	5:05pm	6:15pm	6:30pm	7:25pm
1	5pm	6:05pm	na		na
2	6pm	7:05pm	na		na

Southbound					
Train #	Courtenay Depart	Parksville Arrival	Parksville Depart	Duncan	Uptown Arrival
1	na	na	na	6:40am	7:45am
2	na	na	na	7:40am	8:45am
5	8:05am	9am	9:15am	10:25am	11:30am
6	9:05am	10am	10:15am	11:25am	12:30pm
7	10:05am	11am	11:15am	12:25pm	1:30pm
8	11:05am	12pm	12:15pm	1:25pm	2:30pm
1	1:05pm	2pm	2:15pm	3:25pm	4:30pm
2	2:05pm	3pm	3:15pm	4:25pm	5:30pm
3	3:05pm	4pm	4:15pm	6:25pm	6:30pm
4	4:05pm	5pm	5:15pm	7:25pm	7:30pm

Westbound		
Train #	Parksville Depart	Pt Alberni Arrival
9	9:15am	10:10am
10	10:20am	11:15am
9	12:20pm	12:15am
10	1:30pm	2:25pm
9	3:20pm	4:15pm
10	4:20pm	5:15pm
9	5:20pm	6:15pm
10	6:30pm	7:25pm

Eastbound		
Train #	Pt Alberni Depart	Parksville Arrival
9	8:05am	9am
10	9:10am	10:05am
9	11:10am	12:05pm
10	12:20pm	1:15pm
9	2:10pm	3:05pm
10	3:10pm	4:05pm
9	4:10pm	5:05pm
10	5:20pm	6:15pm



## All Fare Zones

Fares are based on BC Transit Victoria single ticket price. BC Transit is proposing a single ticket price of \$3 by 2025.

Zone	1	2	3	4	5	6	7
City	CRD	Shawnigan	Duncan	YCD	Parksville	Buckley Bay	Campbell River
		Cobble Hill	Chemainus	Nanaimo	Qualicum	Courtenay	
		Cowichan	Ladysmith	Lantzville	Coombs	Pt Alberni	

Zones	1	2	3	4	5	6	7
Fares	\$3.00	\$6.00	\$9.00	\$12.00	\$15.00	\$18.00	\$21.00
Monthly Pass	\$90	\$130	\$170	\$210	\$250	\$290	\$330

**Note:** Children 12 years and under ride free. Children 5 years and under must be accompanied by someone 12 years and older.

## Example

Individual Ticket: Courtenay-Victoria \$18.00 / Nanaimo-Victoria \$12.00 / Parksville-Duncan \$12.00

## Disclaimer

The author is not a professional planner or affiliated with any transportation body, consulting group, lobby group, or committee. The document is written to give an idea for upgrading the E&N. Calculations are as accurate as possible based on information available.