



### **Wilfred Sergeant - Past Vice President, Planning and Operations.**

Wilfred and Karl spent generally 6 days per week over 10 years going through USF's Center for Urban Transportation Research libraries travelling to Canada to peruse their preselected documents comparing and creating test scenarios. Ultimately both being Co-Patent holders gaining 63 patented claims. With many features waiting for the right moment to submit, the last provisional Patent was submitted on August 2013.

We recently traveled to Toronto Canada for another 5 year celebration of G-O Transit. His book of his and his associate's actions in the start-up-process is on the web at <http://historicaltextarchive.com/books.php?action=toc&bid=63>

[d=63](#)

Graduating with Honors Degrees of Science in Mechanical and Electrical Engineering, he is now a member (Retired) of the Order of Engineers of Quebec. His early training was with the English Electric Company and with the London Subway System in England. From this he derives a thorough understanding of the influence that different service requirements will have upon the combinations of vehicle weights, required accelerations and braking rates, maximum speeds, engine power installed on board the vehicles or line power demands in electrified systems, strength and power-handling capacity of vehicle drive systems, and adhesive factors of wheel/rail interfaces. He then has 34 years of management responsibility with the Canadian National Railways in Canada.

Wilfred brought to Sky Train Corporation his knowledge and experience with Canadian National Railways, managing the planning and operations of an extensive main line railway; long distance, high speed passenger and freight trains as well as intensive commuter services. His crowning achievement however was the development, inauguration and operation of a 40 mile new rail commuter service in Toronto called GO-TRANSIT totally under his management!

He worked later as Management Consultant in many different consulting assignments in Canada, Europe and in South America, having an opportunity to learn from these experiences about conditions on railroads in other countries. More recently he has made studies and recommendations for commuter and transit lines in Canada and in Argentina. Now he brings this knowledge to the transit systems being evaluated by The Sky Train Corporation.

Papers and Reports: Karl, CEO's comment; these wer volumous

"Privatization of Buenos Aires Commuter Railways": Argentina, 1992

"The 1989 Revue": VIA-Rail Canada, 1989

"High Speed Trains for the Quebec-Windsor Corridor" VIA-Rail Canada, 1984

"What is a station?": Transport Research Board, Washington, 1980

"Safety at Grade Crossings for Trains at Speeds up to 200km/h": TRB, Washington, 1977

"Access to Mirabelle Airport": Government of Quebec, Canada, 1974  
His last page of the Book details his 16 solutions introduced and accepted to commuter rail: <http://historicaltextarchive.com/books.php?action=nextchapter&bid=63&cid=17>