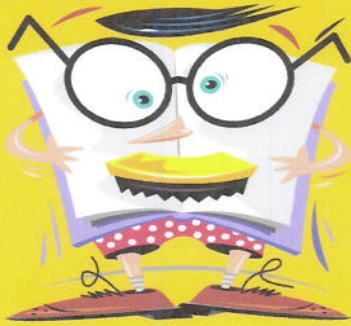


TRAMSnews

The Transit Museum Society

March 2009



Constitution Changes

This year at the Annual General Meeting members will be asked to approve a brand new constitution.

Some aspects of the document could not be altered, but changes were made within the by-laws and the wording was cleaned up and modernized. Highlighted changes for the membership to consider:

- ◆ Directors still must be employees or retirees from CMBC or former companies.
- ◆ In other aspects, all members will have equal status and full voting privileges at the AGM and at Special General Meetings.
- ◆ Responsibilities have been spelled out for all the executive positions.
- ◆ Board of Directors have the power to appoint members to committees and special positions and duties.

Reminder:

Memberships are now due!



DHR Track Update

The DHR track construction is on time and on budget. That means there will be a passing siding near Alder Street. The new track will be connected to the old track east of Cambie. This will allow for an out-run if a car over-shoots the station. Track refurbishment should be finished by end of May. Wire and a new automatic rectifier should be finished by the end of July.

We believe that the DHR should be able to operate in September. We will use that time to qualify new crew members.

Bombardier will be sending two of the 32 metre five section Flexity Outlook cars from Brussels. The trains will be

off-loaded in Tacoma, Washington and trucked to Vancouver, arriving in mid-December. Car commissioning will take one week, then crew training on these cars will continue daily until Jan. 20, 2010. The intention is to operate the cars 18 hours per day. Full service will commence Jan. 21 until March 21.

The Flexity Outlook car is built near Vienna for the European market. Bombardier recognizes the potential for sales in North America. For this reason they have enthusiastically jumped on board with this demonstration on the DHR. The number of events at Granville Island have been increased and the parking on the island will be drastically reduced. This will help increase the ridership and give the demonstration project a positive public profile.

It is recognized that this event presents a golden opportunity for Bombardier and the City of Vancouver. The world will be watching, so we want everything to go smoothly. If we do a good job for the 2010 Olympics, how will the federal government refuse to fund expansion of the downtown streetcar project?

Annual General Meeting

7pm - Friday May 1, 2009

**At St. Augustine's Anglican Church
8680 Hudson Street, Vancouver**

- ◆ Election of the Board of Directors
- ◆ Financial Statements
- ◆ Presentation of changes to the constitution
- ◆ Silent auction of memorabilia
- ◆ Refreshments
- ◆ Short business meeting



A Classic Comes to TRAMS

In February, MCI Classic bus with fleet number S4276 was donated to the Transit Museum for restoration. Originally fleet # 3228, and later #7208, this 1990 coach has a wheelchair lift, narrow rear door and the deluxe seating arrangement.

The GM Classic first appeared on the transit scene in 1982 to replace the "Fishbowl" style bus. Very similar to the Fishbowls from the "belt line" down, the Classics were very popular with many transit systems in North America. In 1987 GM sold their Canadian transit production to MCI who later sold it to NovaBus. The last Classic model was built in 1997 in Gatineau, Quebec.

Vancouver saw it's first Classic coach in 1987 and purchased a total of 163 units. #4276 was one of the last delivered to BC Transit. Thanks to the generosity of the company, TRAMS volunteers were permitted to take parts and seats from other coaches headed for the scrapyards.

The Transit Museum Society is dedicated to the restoration, preservation, and operation of vehicles significant to the history of public transit in British Columbia; to collect and preserve artifacts and memorabilia relating to their history; and to share knowledge and awareness of our transit history.

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Join our Yahoo Group:

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