

# Western Newsletter

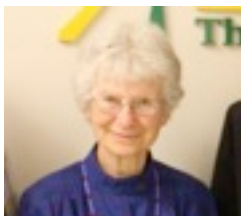
## Transport 2000 Canada

*Alberta, British Columbia, Manitoba & Saskatchewan*

### PRAIRIE REPORT

Congratulations to all the people who had the vision and the driving initiative to persist in making the Last Mountain Railway a reality. Especially we recognize Martin Wooldridge who as then-president of Transport 2000 Prairie organized that symposium in May 2007. Thus the affected stakeholders and knowledgeable persons were brought together and discovered compelling reasons to go beyond lamenting, to acting together. National Transport 2000's role was helping to fund the symposium. This Last Mountain Rail project is one of the many examples in Transport 2000 of how a small organization with limited resources but passionate people, can be an effective catalyst in accomplishing change, when we work together with others.

The present problems with Greyhound (Peter Lacey's piece) and my "Adventuring with the STC Bus" highlight the vital contribution of bus services. Buses are essential to social justice, as well as car/plane alternatives for everyone. Buses serve a wide variety of citizens, each being equally important. I thank Ron Haskell for his initiative in giving us the piece (recent Transport Action Newsletter) on Greyhound's positive move to creating quality intermodal service (one of our stated goals) with their new terminal by the Winnipeg airport. Our job is promoting various modes of transport, because they serve people - all people- and the Earth, our life-support system.



*Catherine Verrall,  
President,  
Transport 2000 Prairie*

**In this Issue**

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### FROM THE EDITOR

Since the last newsletter, there hasn't been much to report that has actually happened in Winnipeg. The BRT construction continues; the right of way south on Donald St. has been widened by some thirty feet on the east side, right up top the safety limits of the CN mainline; just as well because there appeared to be only about eight feet available! Mr. Sam Katz, the mayor of Winnipeg, is quoted as saying that the BRT, when completed, will relieve congestion at "Confusion Corner" and will make it less confusing. *(continued inside)*

Come on Alberta! You're letting the side down!

We have articles from Manitoba, Saskatchewan and BC but not from the Wild Rose country. Let's hear from you!

*Peter Lacey, Editor*



*Coastal Renaissance BC Ferry at Tsawwassen Terminal. Photo by Matthew Buchanan.*

## ADVENTURING BY STC BUS

In my 80th year, and fairly new to the West, I set off to discover Saskatchewan by STC Bus. The 5-hour ride to North Battleford gave me an enlightening conversation with an Anishnaabe woman who works with troubled youth in Thunder Bay, Ontario. Irene's charming Bed and Breakfast in North Battleford gave me a new friend in a strange place. I could walk to the Allen Sapp Gallery, the only gallery in Canada dedicated to a living artist. In Sapp's outpouring of his long-ago memories, the Cree daily lives within land and sky and bush enfold us.

Next day, I needed a taxi to get across the North Saskatchewan River to Battleford, the original capital of Saskatchewan. Fort Battleford immersed me in our Canadian history - Chief Poundmaker's spurned attempts to get food for his starving people, and to keep the peace. I found the graves of the 8 Cree men who were hanged for their accused part in the disturbances of the 1885 Resistance. They were hastily sentenced without legal counsel. With a prayer for the on-going justice they sought, I walked to the Pennydale Family Restaurant, a beautifully restored railway station.

At 7:30 p.m. my faithful STC bus began the 2-hour trip to Meadow Lake, the beginning of the North, and the ending of this route, at the Nifty Fifty Diner. There the walls are bordered with 45rpm records and photos of singers from the 1950's. The friendly waitress attends to both the diners, and in the next room, the packages and riders for the STC.

My motel was within walking distance, and so was Centre Street. I discovered statues: 5 black bears, then a stunning cowboy on his horse. The library was a haven where the friendly librarian was eager to help with information or a phone call. A teacher graciously led me through the museum and regaled me with tales and understandings of the community. She drove me to Flying Dust First Nation, adjoining Meadow Lake, and its fine new school.

The two community weekly papers, Northern Pride and Meadow Lake Progress, gave me a lively feel for this area, along with Warren Cariou's book of growing-up memories: Lake of the Prairies. At the Meadow Lake Friendship Centre, and the Door of Hope, I learned about their varied programs for social justice. I missed the 25th anniversary celebration of the Meadow Lake Farmers' Market, and a tour of the Meadow Lake Pulp Mill, and of Alcott Creek Demonstration Forest for Science and Discovery, part of Mistik Lumber Company. This company boasts community partnership including 50% Aboriginal.

My last night I feasted in a friendly Chinese restaurant next to my motel. Later I was delighted to find luscious Saskatoon berries just waiting for me to pick along a country road at the edge of town.

The STC journey homeward by a different route went through Turtleford where the railway station (like so many others) has been restored into a community museum. Along the way I saw the railway ties from the old track, piled up, for some other use (I hope!).

Traveling by STC Bus is a pleasure. It gives connection with the land and sky and people. As we traveled we watched the landscape and farms and industry change. The trees sprouted evergreen spires, and the Saskatchewan River, South and North, reminded us of our life-giving water link with the glaciers in the mountains, now threatened by climate upheaval. Bus seats are comfortable, buses are clean, drivers are super. The Regina to Saskatoon line provides accommodation for laptop computers. A number of passenger safety features have been added.

My fortune cookie foretold: You will soon find more adventure in life. So where next, on the STC bus?

*Catherine Verrall, T2000 Prairie President, Saskatchewan.*

\* The Saskatchewan Transportation company is a Crown corporation, mandated to serve the people of Saskatchewan, by transporting people and freight, including vital medical supplies. It provides a link for 275 communities.

## PROGRESS OF THE LAST MOUNTAIN RAILWAY SUCCESS STORY

November 7, 2009: the following are the key operational points:

- (1) Since the August 31st first positioning move from the CN Regina yard to Chamberlain, reported in Hotline in early September, regular traffic has been a feature of Saskatchewan's tenth and most recent short line.
- (2) Approximately 50 cars are being exchanged weekly at the CN interchange point at Davidson. This volume already exceeds the predictions made in the Business Plan.
- (3) The locomotive stabling point is in the community of Chamberlain and fuel supplies are contracted from the Co-op business in Bethune.
- (4) The two first producer car loading points are also located at Bethune and Chamberlain. Additional loading points are planned at Condie and Craik for spring 2010.
- (5) A new Board of Directors has already been formed that more closely reflects the recent involvement of major new investors from the agricultural community.
- (6) The formal ribbon-cutting inauguration occurred at Craik on 15th October, attended by representatives of the provincial government, CN and a cross selection of other stakeholders.
- (7) Currently all producer car traffic flows are north to Davidson. Additional traffic projections for 2010 include bulk fertilizer from the Belle Plain Mosaic plant via Regina to the Panther Industries facility in Davidson as well as the possibility of a tourist train operation on the Regina-Lumsden portion of the line. Long-term future freight volumes include potash from a new solution mining plant planned for the Findlater district between Bethune and Chamberlain
- (8) The resumption of intercity passenger rail is still a long-term aspiration. However the achievement of this goal will be dependent on all the many players harmonizing together and the necessary infrastructure funding being available for upgrading the line for inter-city passenger rail speeds.. Currently the maximum permitted line speed is 25 mph with sections restricted to even lower speeds.

The initial successful launch of this short line will surely lead to even greater successes in the future,

*Martin Wooldridge, founding Board Member T2000 Prairie*

## EDITORIAL: THE GREYHOUND MATTER

As has been amply reported in the media, Greyhound presented an ultimatum to the Manitoba government: if a subsidy of \$4 million (for Manitoba, \$15 million nation-wide) wasn't made available, and the company allowed to drop several routes, service between the Lakehead and the Saskatchewan border would cease. After a couple of postponements and many meetings, the Manitoba government agreed to their demands for the time being. Greyhound has indicated that they are reviewing their Canadian operations in a similar fashion. An agreement has been reached in B.C. along similar lines. It isn't surprising that the government has agreed to help out Greyhound with subsidies and service reductions, but one fervently hopes that it doesn't set a precedent for future dealings with the company. Greyhound's rationale is that they are losing money because they can't set their rates and because they must provide service on uneconomical routes, as dictated by the government.

Greyhound has a point. Businesses exist to make money, within the framework of the law and whatever their customers will put up with. Therefore, from a purely business point of view, Greyhound was acting properly although brazenly; by threatening a pullout, though, they were deliberately bypassing the regulatory process to get their way. This concept is not new; nor is the fact that Greyhound's customers have very little choice in the matter, and that's what a government should be concerned with.

The conventional view of the open, competitive market - that it will always serve all those concerned, purveyors and consumers alike, in the best possible fashion - has always been false. A simple consideration of the facts that competing suppliers have finite resources, that the market is also finite, that competition creates winners and losers, that a winner is in a better position to take on future competition, and that no company can continue losing indefinitely - leads to the realization that monopolies (or cartels) must result. (Further, the events of the past couple of years must convince anyone of what a tattered myth "the free market" really is: not one of the failed banks and other companies involved operated along sound business principles: they let impossible assumptions of an eternally rising market and sheer greed govern their actions). Monopolies need not worry about service, by definition, and there is nothing to stop them from charging whatever they like or from abandoning the market as they please. That's the situation that intercity transport in Manitoba is facing: a monopoly which will continue to act like one as long as true competition doesn't exist.

It is obvious, from this analysis, that private, free-market competition doesn't represent a solution. It is in fact questionable whether a necessary public service should ever be left to unregulated private enterprise to supply. The Winnipeg Free Press, November 5/09, indicates that the regulatory body that governs Greyhound's operations in Manitoba has acceded to their demands for rate changes and route reductions for the past several years, but the company still claims to be unable to make a go of it. That being the case, government will have to take a hand.

There are several possibilities: a Saskatchewan-type provincial bus service; government-financed but privately-supplied (by contract) routes; co-operating with the post office, adding passenger service to mail routes; perhaps even one or two rail passenger local RDC services negotiated with VIA (Winnipeg/Portage/Brandon, for instance). Government will have to be involved in financing and regulating such services; but the alternative at this moment would seem to be subsidizing Greyhound. If the company then makes a profit, how much of it would be taken directly out of the subsidy? Should a for-profit company be subsidized at all?

It's encouraging that the deputy ministers' committee has been set up to examine the matter. One hopes, though, that they will have input from the public at the same level of influence as the transport companies. Otherwise, it's to be feared that the recommendation will be for de-regulation country-wide. In spite of the effects of deregulation in other fields, ranging from disappointing to disastrous, academic and business spokespeople still favour it. Stuart Kendrick, Greyhound Canada's senior vice-president, is quoted as saying that deregulation would leave "big carriers ... continuing to run buses on the profitable big-city routes while sparse rural runs are ignored" (Winnipeg Free Press, September 6, 2009). It can't be stated any more clearly, and direct from the horse's mouth: deregulation won't help.

The province needs to free itself from dependence on a monopoly service, no matter how well it's run, unless it wishes to have to bend to deadlines and unending demands until something is done. I hope that governments will see their way clear to do this sooner rather than later.

As if further proof were needed: it has just been announced (Nov. 13) that Acadian Bus Lines in Nova Scotia has applied to make drastic route cuts: they wish to concentrate on the routes between major urban centers, either dropping smaller destinations entirely or retaining just sufficient service to keep up the parcel and express business. It would seem that the company has been emboldened by Greyhound's actions since they cite Greyhound significantly in their submission. All the other private bus lines will surely be getting in line!

*Peter Lacey, Editor.*

#### EDITOR'S NOTE CONTINUED FROM PAGE 1

In Manitoba, it has just been announced that VIA's Churchill schedule has been cut to two trains a week, due to the low speeds still imposed on the last leg of the trip, which makes it exceedingly difficult to clean, refuel and turn the trains around in Winnipeg in time and to give the crews sufficient rest time. Understandably, this is not a popular piece of news in Churchill.

In lieu of news, readers may find it interesting to hear of the various ideas and speculations that enliven the newspapers from time to time on the subject of public transport. Here are some (all taken from the Winnipeg Free Press):

January 13, 2009: City officials are looking for ways to follow up on Winnipeg's busway plan with light rail or some other form of fixed rapid transit, such as ultra-lightweight aluminum trams suspended above street level. Mayor Sam Katz has asked senior members of the civil service to explore the feasibility of leapfrogging over the city's planned bus corridor by either converting to a different form of people-moving technology or augmenting it with another mode of rapid transit ... (N.B., in the 1970's Mayor Steve Juba proposed a monorail system).

January 14, 2009: The ultra-lightweight aluminum tramways dreamt up as a new mode of rapid transit for Winnipeg would run above downtown city streets, where they could connect the existing skywalk system to the forthcoming southwest bus corridor. City officials have approached the Downtown Winnipeg BIZ about a futuristic rapid-transit plan which would replace the city's free Downtown Spirit buses with what amounts to Jetsonsque aerial streetcars.

September 24, 2009: Winnipeg's plan to increase dramatically the number of bicycle paths is a cause for rejoicing, not just because it will make it so much easier and safer to cycle to work, but because of the culture shift it indicates at city hall. For the first time, city planners have firmly put the private car firmly into second place. The Federal government's infrastructure program is providing \$20 million for bike and pedestrian paths adding 102 kilometres to the present network of routes.

October 10, 2009: Winnipeg Transit has refused to pick up on Coun. Russ Wyatt's desire to bring back Winnipeg's electric trolley buses. ... Wyatt surmised that the city could save big because Manitoba Hydro produces so much cheap and relatively clean energy. ... The high cost of setting up hydro (trolley) lines and buying trolley buses would not justify extremely modest reductions in greenhouse gas emissions ...

October 23, 2009: Winnipeg should gobble up as many abandoned rail lines as possible to build more bike-and-pedestrian trails, Mayor Sam Katz says. The popularity of the Northeast PIONEERS' greenway – a 6.7 kilometre commuter path built over the former CPR Marconi Line – has led Katz to believe the city must work more closely with railways to purchase unused lines as soon as they become available.

(My comment: while Katz is perfectly right in his opinion, he comes by it rather late: the Greenway would not exist had not a businessman bought the Marconi Line land and flipped it to the city with their agreement to use it as a bike-and-hike. As I reported in the last issue, another abandoned line has already been used for condominium development).

October 28, 2009: The Manitoba Transit Heritage Association hopes the donation of a pair of vintage buses – including the one used in the recent Don Cherry movie filmed in the city – will help serve as a springboard to establish a bus museum. New Flyer Industries will present the MTHA with a 1956 Scenic Cruiser – a one-and-a-half deck bus – and a 1958 Model T-40, a more traditional highway bus, at a ceremony at the manufacturer's Transcona headquarters Thursday morning.

*Peter Lacey, Editor.*

BC REPORT

T2000 BC spent the weekend at the Trains 2009 show at Cameron Centre in Burnaby November 14 and 15th. Many people stopped by to say Hi, look at our colourful poster and pick up a brochure. Thanks to Myron, John, Rick, Andrew for volunteering your time.

I have taken over from John Bakker as Acting President of T2000 BC, on account of his getting sick. He is better now, but we will continue with the swapped roles for now.

In addition, Peter Lacey and I are jointly producing the Western Newsletter. Since he doesn't have a Mac, and we wanted to maintain the nice template that Jon Carlson developed, I am handling the layout.

I have been involved with T2000 BC since only Jan 2008, but I wish I would have joined sooner! My background is in Geography, but I've had an interest in transportation since I was very young.



Sorry I don't have a better picture from the show, but this will have to do.

This will be the last T2000 Western Newsletter, next issue will be Transport Action!

*Matthew Buchanan, Acting President T2000 BC*

## AMTRAK CASCADES IMPROVEMENTS IN BC

Continued from my article on page 6 of the last Western Newsletter, which I forgot to sign. I have a few more points about the current Cascades train service and what could be done to improve it especially on the Canadian side of the border.

On my last trip to Seattle, when the train crossed the New Westminster rail bridge, the conductor seemed to want to really point out loudly that the bridge was built in 1904, but would it probably hold up long enough for us to cross. People laughed as the train crept slowly over the ancient structure due to speed restrictions in place. Later, during the pass along the White Rock beach area, where the train has to proceed slowly, I overheard the staff saying that they didn't like passing through White Rock because of many incidents of vandals throwing rocks at the windows. A bypass that would speed trains around the beach areas of Crescent Beach and White Rock have been a dream of many. These comments underscore the feeling that the Canadians have not been pulling their weight with regards to infrastructure improvements on the Canadian side of the border in regard to the Cascades rail service.

Apparently the BC government is interested in a third round trip service to Seattle. The mayor of Vancouver is on the record as supporting a high speed rail line to Seattle and Portland. It is great to hear that, but so far the BC and Canadian governments have done little to support passenger rail in BC. The only contribution that BC made in the last decade was to pay for part of a siding in Delta that was necessary to start the second daily train frequency. Millions of dollars in federal funding is going to VIA rail in Ontario and Quebec towards improved track, stations, locomotives and passenger cars. That will allow VIA to increase frequency and reliability of trains and attract more passengers. Meanwhile in BC the only train coming to Vancouver is a three day a week train geared towards tourists. The only daily VIA train in Western Canada is the Malahat on Vancouver Island. Where are the VIA trains servicing Whistler and points north, and how about a train in the heavily populated Lower Fraser Valley? Instead all the money is going towards highway widening.

Much money has been spent on the rail corridor in Washington state stretching from Blaine in the north, to the Columbia river in the south. From 1994 to 2005 \$608 million was spent on capital investments by BNSF railroad, WSDOT (\$120), Amtrak, American Federal Government, Sound Transit, Oregon and others. In that same time \$227 million in operating costs have been funded (WSDOT \$150 million). BC has invested very little in this project as they are content to let the Americans improve the corridor and finance the operating costs of the trains. WSDOT must have felt that there was little interest in BC, so shifted more of their focus on the Seattle to Portland segment of their corridor. Their mid-range plan released in December 2008 indicates this.

Millions of dollars worth of projects necessary to increase speeds and reliability on the route, exist in reports only. The Long Range plan for Amtrak Cascades produced by WSDOT in 2006 details what is necessary along the entire Vancouver to Eugene corridor. The report has a large section on possible projects on the Canadian side of the border. It is curious that it took the Americans to produce a report on improvements to rail in Canada. It speaks volumes of the lack of interest in rail in British Columbia, at least officially. The biggest infrastructure impediment to better Cascades service in BC is the New Westminster rail bridge, but there are other projects noted below. One quarter of the Vancouver-Seattle route is in Canada.

1. Greater Vancouver Terminal (Scott Road Station) Construct new passenger rail station/\$86.3 million *(This was one option to reduce the cost of rail improvements in BC. In this plan passengers travelling to Vancouver would have to transfer to the SkyTrain. If this option proceeded projects 2 - 7 would not be necessary. Nevertheless the Fraser River Bridge will have to be replaced anyway, and most people want to travel to downtown so it doesn't seem to make much sense.)*
2. Vancouver Terminal Control System Installation of new traffic control system/\$6.9 million
3. Still Creek to CN Junction New siding/\$12.9 million
4. Sperling-Willingdon Junction Siding New siding/\$11.4 million
5. Willingdon Junction Grade separation/\$16 million
6. Brunette-Piper Siding New siding/\$28.6 million
7. Fraser River Bridge Replace or improve existing bridge/\$575 million
8. Colebrook to Brownsville High-Speed Tracks (north of White Rock) High speed track, continuation of White Rock bypass/\$91.8 million
9. Colebrook Siding New siding/\$11.4 million. *(Completed in 2008)*
10. White Rock Bypass High speed rail bypass/\$312.7 million



*Long distance (left) and Cascades corridor trains at King St Station in Seattle.*

If these projects get built, along with similar projects in Washington State, the number of daily roundtrip trains could increase to 4 and the trip time would be reduced from 4 hours 20 minutes today to two and half hours.

In the short term, the BC and Federal governments should come out in support of the Cascades rail service to Seattle and then fund and complete some of the simpler projects in the list above. Planning must begin immediately on the replacement of the Fraser River Rail bridge. As well as benefiting the Cascades service, a new bridge will improve existing freight and the thrice-weekly Canadian. Additionally it will open the possibility of regional/commuter service in communities south of the Fraser.

It took a long time to get the second daily frequency to Seattle a reality. (Thanks to T2000 President David Jeanes who sifted through all the documents uncovered through our Freedom of Information request, and produced a great summary that could be used as ammunition against the CBSA). According to an article on the Seattle Transit Blog, both BC and Washington State are looking into a third train, although there is currently no funding. The same article mentions the second train currently getting 100 passengers per train on weekends and 60 on weekdays. Amtrak is promoting the train service with a 25% off sale and ads in local Vancouver newspapers. Transport 2000 must continue its advocacy work for this important project.

*Article and photo by Matthew Buchanan.*

For more info on Amtrak Cascades see: [www.amtrakcascades.com](http://www.amtrakcascades.com)  
 Washington State Department of Transportation: <http://www.wsdot.wa.gov/freight/passengerrail/>  
 Seattle Transit Blog: <http://seattletransitblog.com/>

# THE SKEENA

AN ANALYSIS BY JOHN BAKKER

It never fails to amaze me, how schedulers manage to foul up a passenger rail service. The assumption should be that a train serves passengers. This means that travel times should be convenient and that connections between trains actually work. The schedule changes of December 2, 2008 once again prove that schedulers have not grasped these concepts.

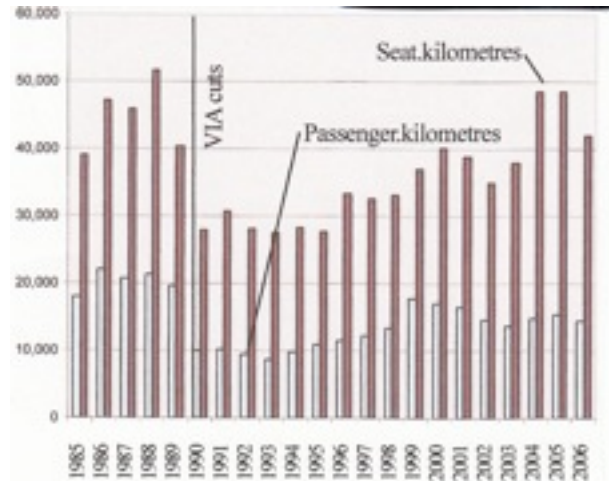
History shows that there was a market from Edmonton to Prince Rupert. By curtailing the service to go from Jasper half the market was lost. One would have thought that schedulers would then try to have good connections between The Canadian and the Skeena in Jasper. Well look at the schedules and you will note that the Skeena leaves before The Canadian arrives from the East and going east the Skeena arrives after The Canadian has left Jasper. This must be viewed as brilliance, if you want to frustrate passengers.

Originally it was thought of coupling the Skeena to the Canadian between Jasper and Edmonton, but it appears that in spite of a more generous schedule, VIA clearly does not think that trains can be operated with any kind of reliability. The Skeena now operates in splendid isolation with two fragments. Apparently this is attractive for tourists.

## What is the Market?

Between Edmonton and Jasper are the growing communities of Edson and Hinton. Edson, Hinton and Jasper have no scheduled airline services. Jasper of course is a summer tourist destination and a winter ski resort. VIA is scared to have early morning or late night departures and arrivals in Jasper, they are afraid of the hotel owners. Yet they have operated a Ski train between Edmonton and Jasper.

What these communities need is a daily morning train from Jasper to Edmonton and a daily evening train from Edmonton. This will allow for plane connections to and from the east.



Supply of Seats and Their Use

## December 2008 Schedules

	Canadian	Skeena		Skeena	Canadian
Vancouver dep.	20:30		Edmonton dep.		07:37
Kamloops dep.	06:35		Jasper arr.		13:00
Prince Rupert dep.	08:00	08:00	Jasper dep.	12:45	14:30
Prince George arr.	20:29	20:29	Prince George arr.	19:08	
Prince George dep.	10:30	10:30	Prince George dep.	08:00	
Jasper arr.	16:00	19:15	Prince Rupert arr.	20:25	
Jasper dep.	17:30		Kamloops dep.		23:44
Edmonton arr.	23:00		Vancouver arr.		09:42
Skeena in Jasper on days 1,4,6		Skeena in Jasper on days 3,5,7			
Canadian in Jasper on days 1,3,6		Canadian in Jasper on days 2,5,7			

Trains would carry sleeping cars. There are daytime buses between Edmonton and Prince George. The advantage of trains is you can have sleeping cars.

In the summer Rocky Mountaineer operates a day time service between Jasper and Prince George once a week. If a train path is not available, then maybe a joint train with a container train should be explored as an option.

## What the Skeena Schedule should be

	days		days	
Prince Rupert dep	09:00	3,5,7	Edmonton dep	17:30
Prince George arr.	21:29		Jasper arr	23:00
Prince George dep.	23:00		Jasper dep	23:59
Jasper arr	06:00	4,6,1	Prince George arr	07:00
Jasper dep.	07:00	daily	Prince George dep	08:00
Edmonton arr.	12:30		Prince Rupert arr	20:25

John Bakker, Acting VPT2000 BC

## TRANSPORT 2000 BC - SPECIAL GENERAL MEETING REGARDING NAME CHANGE

**A special meeting will be held on, 1 December 2009**

**6:15-8:30 PM**

**Firehall Library, 1455 W. 10 Ave. Vancouver**

A. Special Meeting (18:30)

1) (18:30) Roll Call / Call to Order.

2) (18:35) Presentation of Resolutions:

a) THAT Transport 2000 (British Columbia) proceed with change of name activities and change the Society's name to Transport Action British Columbia, once confirmation has been received that Corporations Canada has approved Transport 2000 Canada being renamed Transport Action Canada.

b) THAT Transport 2000 (British Columbia) By-laws be amended as follows to simplify maintenance of the By-laws:

Section 2 Membership

4. [replace entire section with] Membership categories and dues shall match those set by Transport 2000 Canada.

3) (18:35) Consideration of resolutions and By-law amendments.

4) (18:45) Adjournment

B. Continue with Regular Meeting (18:45)

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“Transport 2000 represents the interests of consumers or users of public transport services in Canada and is involved with a variety of transport issues.”