

## Michael Taylor-Noonan

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**From:** notify@yahoogroups.com on behalf of taylornoonan [michael@taylornoonan.com]  
**Sent:** August 2, 2005 8:42 AM  
**To:** mike@taylornoonan.com  
**Subject:** Fwd: Fuel Comparison Showcase

--- In Transit-Vancouver@yahoogroups.com, John Wollenzin <wollenzin@t...> wrote:  
Coaches 7430/37/39/44 have been moved from BTC to PCT. These coaches have been transferred to take part in the fuel comparison showcase.

Two of the 7400s will be the base line diesel coaches and fitted with diesel particulate traps. The other two will be converted to run on biodiesel.

Two C40LFs will be tested as straight CNG coaches using the Westport/ Cummins motors. Two additional C40LFs will be tested using a HCNG mix (CNG mixed with hydrogen) using modified Cummins/Westport engines.

Two coaches (7244/46) have been converted to hybrid using the Allison HybriDrive system.

One demo coach will be leased (likely an Orion VII) with the BAE Hybrid system and put into service.

All these coaches will wear special wraps to indicate they are under test and what technology they are using and all will run out of PCT.

A consultant has even been hired to monitor the test and collect data.

I also believe test data will be gleaned from two trolleys, however they will not be visible participants in the test from a public perspective. At least their data will be included in the final result.

The 7400s have been chosen for the test because they are the most modern diesel coaches we have. For control purposes, all coaches will be run out of PCT so they can experience similar operating conditions that would make the test fair. Unfortunately stringing wire in PoCo wasn't an option and neither was setting up a CNG fueling facility at OTC, so the trolley component could be considered at a disadvantage. That said, I think that disadvantage will make the trolley results look even stronger as I'm sure the trolleys will turn out on top.

Of course, the results of this test will be purely academic and likely just sit on a library shelf somewhere because the TransLink

Board has decided they know better and insist CNG is the way to go.

All the data be damned I guess. Staff originally recommended getting diesels with particulate traps for the next year because they could be provided quickly and still offered significant emissions savings over older coaches. The results of this test under way would then be considered for future orders past 2006. Evidently the TransLink Board did not bother to listen staff make that rather salient point.

Those

sort of actions render tests like this, including the money spent on getting the results, as somewhat of a waste of time.

--- End forwarded message ---