

Michael Taylor-Noonan

From: notify@yahoogroups.com on behalf of taylornoonan [michael@taylornoonan.com]
Sent: August 15, 2005 7:23 PM
Subject: Fwd: Re: E901's
Fwd: michael@taylornoonan.com

2601's chopper was essentially a test bed for the chopper offered to both Edmonton and Vancouver. Having worked closely with MTOC staff on the development of the chopper, BBC considered that it had the order in the bag. Edmonton and Vancouver initially were going to put in a combined order for 250 coaches (Edmonton 100, Vancouver 150) but when it became apparent that ETS was content to take the BBC product in the GM shell, and Vancouver wanted an open procurement with heavy emphasis on regenerative braking and a double stream front door (neither of which the BBC/GM combination offered) the combined procurement was abandoned.

Vancouver's order crept up to 200 units and included the refurbishment of the 49 (or 50 including 2601) E800's that still had resistor control. With Flyer seeing the ETS order going to BBC/GM due to the way the tender documents were written, Flyer declined to include BBC in the list of options available to Vancouver. Hence it was impossible to get the BBC chopper for Vancouver without the GM body.

2601 was an incredibly smooth bus; I assume BBC removed its equipment and went home in a huff, they basically took a commercial gamble in Vancouver and lost badly, and their reaction made the little spat from the runners up in the recent trolley purchase (Skoda and NABI?) look like kid's play in comparison. They were extremely nasty and ugly about the whole thing, Can you say "sore loser"?

While the initial order was indeed for 200 E901's plus 50 rehabs, Flyer concluded after trying just one 2600 rebuild that it would be cheaper to give us new buses instead. Oh, and then someone remembered that you actually needed spare parts so 5 electrical sets intended for the refurb were commandeered for spares. And that's how we got 245

E901A/E902's.

JD