

At 22:25 -0700 2004/07/11, NP so eloquently expressed:
Unless things have changed in the last week, 3281 is at Fleet
Overhaul, undergoing some major changes that include a complete paint
job.

From what I understand, the high floor CNGs are to be dusted off,
started up and run largely as they were before. Little work will be
done initially except they seem to be getting revised fire
suppression systems.

One by one, they are to be pulled off the road again, converted to
diesel and painted....presumably in the sweep. There is no way FOH
could do this to all of them by September, so the project is being
phased over a couple years while the bulk of them run as CNGs in
service. I guess that 3281 is the first to undergo the big overhaul.
The low-floor CNGs will most likely not be tackled until well into
next year. Various options are still being tossed about for those
ones. I'm not sure when TransLink's contract with Terasen (formerly
BC Gas) runs out. They pay for the Natural Gas whether T/L uses it
or not.

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--- In Transit-Vancouver@yahoogroups.com, JW
wrote:

I'm sure these modified C40s will be a hit with the drivers. The
1996 spec S50 is actually a pretty peppy engine. Its the 1998 and
1999 versions everybody hates. If these also get the retarder mod,
they will be quite popular I'm sure. You get the smooth B400R
tranny, the S50 torque, and the smoother D40 ride. Plus, they
probably rattle less than the LFs as well. You still have the W/C
lift to contend with....but sometimes they are a bit handier.

On 8/19/04, NP formed the correct sequence of 1s and 0s to
state:

>In many ways they are a completely different bus. They don't have a
>lot of miles on them to start with- the 91/92 D40's were run into
>the ground for many years, but the C40's spent more time parked than
>on the road. In addition, the C40's were put together in a different
>way, no belt line just below the windows along the sides- this belt
>line on the older coaches could and often did cause water leaks that
>rotted the structure and the floor. They seem to need a lot less
>corrosion repair as well, and should look good for years to come.