

--- In Transit-Vancouver@yahoogroups.com, "Jim" wrote:

2934: the front end came from Flyer, but was not the front end off the original 2700. That bus remained intact until it was scrapped, but an attempt was made to modify the wheelbase back to regular "900" specs to try and pitch the bus to the TTC. The TTC didn't express any interest whatsoever, so Flyer eventually abandoned the attempt. The bus sat in a field for many years with huge gashes in the sides where they'd cut into the body to get to the axle.

The second 2700, which arrived as 2701 ahead of the production units, and was renumbered when the real 2701 arrived, was eventually sent back to Flyer, rebuilt, then returned as 2947, but it also became the butt of a Flyer error, as noted below.

The original 2700 had a white front fleet number, while the second had black numbers. The first 2701 was in white fleet numbers, while the production 2701 had black fleet numbers. The first 2700 also had orange around the blackout around the destination sign, while 2701 had white like the production units.

2718 was the first bus delivered in BCT red, white, and blue, but originally the blue stripe slashed down behind the front door and ran along the bottom 2/3rds of the red stripe towards the front, and the UTA arrow logo was affixed to this area (a photo of this is in the PHOTOS section). This was quickly nixed and later units had the blue stripe along the top 2/3rds ahead of the front axle.

There was one more experimental E902. This was the original 2701 after it had gone back to Flyer, and before the option order (2903-2946) arrived. It was rebuilt to E902 specs on the same line as the production units and sat on the line right behind the bus that was numbered 2914, so someone accidentally applied the fleet number 2915, resulting in next production bus getting fleet number 2916 instead. When all was said and done, they had one too many buses so after counting carefully they discovered the error, and thus the last bus built became 2915. BCT later decided to buy the former second demo, numbering it 2947.

Buses 2916-2946 are thus actually one number lower than they should have been, followed by 2947, ex 2915 (1st), ex 2700 (2nd), ex 2701 (1st) which is of course the bus that caused this whole mess.

--- End forwarded message ---

