

Flyer D700A

John Day

March 2005

The 60 D700A's were actually ordered by BC Hydro for use in trolleybus conversions, the first route to go was to have been the Hastings Express. The order was placed right after the NDP was elected and presumably was an attempt by BC Hydro to impress their new masters (Flyer was owned by the Manitoba government at the time, also an NDP administration); fortunately the "Bureau" came along with an "oh-no-you-don't, the buses are for service expansion", a totally foreign concept to the folks at Hydro. [In fairness, there were some very dedicated people sitting in the offices upstairs at 949 West 41st, but their ambitions for the system were squashed by corporate policy as implemented by (quoting from one now-dead manager describing another now-dead manager) "rejects from the Gas division"].

The black italics on yellow signs were used for many years to designate routes that ran through Vancouver but which would not set down (outbound) or pick up (inbound) in the city. This was more a fare zone control thing, you couldn't get on the bus without paying a zone supplement (outbound) and inbound, all transfers were inspected by the driver at the first stop across the zone line. They were "sort of" express services, so you had the Kingsway/Stride/Nelson routes all in one group.