

John Wollenzin
Transit In 1974

My how far we have come in 30 years!

Here is a list of routes from an April 1974 Route Guide for Greater Vancouver. It was an interesting transition time with old BC Electric routes mixed in with new expansion routes.

BTW, does anybody have any photos of the West Van Blue Buses with correct FastBUS signs (741/742)? Now that would be a rare picture!

BUS (operated by BC Hydro and Power Authority and West Vancouver Municipal Transportation)

- 1 Beach
- 2 PNE Park-Ride
- 3 Main
- 4 Fourth
- 5 Robson
- 6 Fraser
- 7 Dunbar
- 8 Davie
- 9 Broadway
- 10 Tenth-UBC
- 11 Stanley Park
- 12 Powell
- 14 Hastings
- 15 Cambie
- 16 Renfrew
- 17 Oak
- 18 Arbutus
- 19 Kingsway
- 20 Granville
- 21 Kerr
- 22 Knight
- 23 MacDonald
- 24 Nanaimo
- 25 Victoria
- 26 Boundary
- 27 Rupert
- 28 Smith
- 29 Elliott
- 30 Willingdon
- 31 Douglas
- 32 Grandview Highway
- 33 Government-North Rd.
- 34 Hastings Express
- 35 Westridge
- 36 Kitchener
- 37 Capitol Hill
- 39 Delta
- 40 Eton
- 41 Forty First
- 42 Spanish Banks

46 UBC via Marine
52 Nelson
53 Kingsway
54 Stride
55 Twelfth St
58 SFU-Edmonds
60 Richmond Express
61 No. 1 Road
62 No. 2 Road
63 No. 3 Road
64 No. 4 Road
65 No. 5 Road
66 Railway
68 Garden City
69 No. 5 Road-Cambie
70 Sea Island
71 Airport
72 Grauer
80 Lonsdale
81 Vancouver via First Narrows
82 Third Street
83 Lynn Valley
84 Lonsdale and 15th
85 Delbrook
86 Highland
88 McKay
89 Queens
93 Westlynn
94 Eighth Ave.
95 Queensboro
96 Sixth St
98 Marine
99 Second St
155 Burnaby Mtn
181 Clarke
182 Como Lake
183 Marmont
184 Austin
185 Fundy
186 Foster
187 Coast Meridian
188 Mary Hill
189 Ioco
190 Dewdney
211 Seymour
212 Dollarton
214 Berkley
215 Lillooet
242 Upper Levels
243 British Properties

FastBUS

741 West Bay

741 Horseshoe Bay
742 Upper Levels to Vancouver
(Operated by West Vancouver Municipal Transportation)

910 Mountain Highway
911 Seymour
926 UBC-29th and Lonsdale (Seasonal)
933 Lougheed
(Operated by BC Hydro and Power Authority)

980 Barnet
(Operated by Pacific Stage Lines) - remember those 5308s that went t
o
PSL initially?

PSL

A - Vancouver-White Rock via Cloverdale
B - Vancouver-Harrison Hot Springs
C - Vancouver-Fort Langley via Port Kells
D - Vancouver-Endersby
E - Vancouver-Nanaimo
F - Langley-Cloverdale-Guildford
G - Vancouver-White Rock
H - Vancouver-Ladner-Tsawwassen-Gulf Islands
I - Vancouver-Port Mann
J - Vancouver-Victoria
K - Arhcibald-Kindersley Loop
L - St. Helens Loop
M - Vancouver-Chilliwack-Hope
N - Newton Loop
O - Vancovuer-White Rock via Crescent Beach
P - Kennedy-River Loop
S - Vancouver-Mt. Seymour
T - Vancouver-Cloverdale
Z - Vancouver-New Westminster
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I don't think those numbers ever appeared on the WVMT buses. They basically thumbed their noses at the Bureau of Transit Services, which devised the FastBUS concept (until they realized that they could get a provincial subsidy for playing along. It took years and years to even get a red stripe on the WVMT vehicles you'll remember).

Bob Rogers can probably confirm that the 741/742 wasn't used; if not, I suppose I could give Wally Atkinson (WVMT manager of the day) a phone call and see if he remembers. (Wally also managed the Regina system in its transtion from trolley to diesel in the 60's).

JD
There had already been some changes to the old BCER structure. For

example, what's this "26 Boundary" stuff? I always knew the 26 as the Doman route. The 21 Kerr was a new addition, too. Already gone from the list was the 74 Bridgeport route, abandoned round about 1966 or 67. It was pretty sparse territory back then, not so today.

The very ground that the 72 Grauer ran on is now runway; the 70 Sea Island was the old Airport route that had run to the now "South Terminal". The 1 and 2 were recent additions - for the longest time, the lowest numbered route was the 3.

Routes numbered above 99 were "Bureau" routes brought in as part of the service expansion started in 1973. Except for the 242 and 243 which were just numbers assigned to existing WVMT routes which had no public number. The route letters were not for public use by PSL but

may have been used when punching up tickets (Ian Graham might know as he sold tickets for PSL for a couple of years). Many of the PSL routes would soon disappear as the Surrey service expansion took place - amazing to think of that whole service area being run out of what is now the TRAMS building at STC.

It was indeed an interesting time, there were so many changes. As usual, the few fans that were around were interested in what was disappearing rather than the new stuff, such that pictures of the new things that arrived in the mid-70's are now comparatively rare. Well, I must go back to my rocking chair....

JD