

WEST VANCOUVER BUSES & FARE STRUCTURE

From: Peter McLaughlin <tdh4517@y...>  
Date: Sat Jul 3, 2004 7:07 pm  
Subject: Re: [Transit-Vancouver] West Vancouver Fishbowls

Actually, According to Rosters that I have, West Van unit numbers 94,  
96, and 97  
went to the Small Communities as their UPF fleet numbers of 5457, 5458,  
and  
5459.

They were assigned to Nanaimo sometime after late 1995 or into 1996.

I  
have  
photos  
of all three units parked at the Nanaimo Regional Transit Centre when  
they were  
still active. I believe my shots were taken during my November 1997  
trip  
to  
Nanaimo.

They were still in West Vancouver "Blue Bus" Colors as well and were

retired in  
those colors. A few years later, #5457 was found at the Rocky  
Mountaineer  
Railtours  
bus yard in Kamloops with drivetrain and parts removed. These 1967  
TDH-5304  
Vintage  
units, never returned to service in Vancouver after their short life  
in  
West  
Vancouver. They were C101, C102, and C103 as John mentioned. I believe  
John is  
correct in the fact that Ex-WV95 went to Kamloops. I'll have to dig  
through some  
more records and check that out. #95 was a 1974 T6H-5308N unit.

West Van #'s 98 and 99 were also renumbered to their UPF fleet numbers  
as 5479  
and  
5480 and they too ended up running in Nanaimo for a couple years. I  
have  
photos  
of  
these as well. I'll have to get these shots scanned and posted on my

website in  
the  
near future for everyone to view. #'s 98 and 99 were 1968 TDH-5304  
units, serial  
numbers C133 and C134. Before Operating as WV #'s 98 and 99, they we  
re  
Burnaby  
#'s  
5726 & 5727.

Cheers,

Peter McLaughlin  
<http://www.busdrawings.com>

--- John M Day <johnmday@t...> wrote:

At the same time, GM 5304's 91, 92, and 93 ex-3714,  
3715,  
and 3716 (from memory) were also acquired to augment  
service for Expo '86

West Van. 91-93.  
They were ex N.Van 4776-4778, nee Oakridge 3742-3744.

[BR]

West Vancouver GM Buses

All the 35' GM's remained "muzzle loaders" (single door) but the sin  
gle  
door 40'  
coaches (74-86) were converted by Levitt's in 1984-1985 when it was  
realized they could not possibly handle the crowds expected for  
Expo '86. At the same time, GM 5304's 91, 92, and 93 ex-3714, 3715,  
and 3716 (from memory) were also acquired to augment service for the  
fair. [BR]

#### FARE STRUCTURE

West Van's fare system was incredibly complicated at one time. I  
can't remember how many transfer cutters the buses used to have -  
possibly as many as six, with a very British-style stage fare system  
with different rates for Ambleside, Dundarave, West Bay and, later,  
Horseshoe Bay. Now that I think of it, the tickets may have been  
dispensed from pads carried in the driver's bag, not torn off like a

transfer--the little grey cells are fading on that point.

We used to live between 19th and 20th but always got off the bus from town at 19th as it would have cost another dime (IIRC) to go to the next stop.

Passengers were required to show their ticket/transfer on the way out of the bus, hence the centre exit would have had no use. Fortunately things got simplified when the fare system was integrated with the regional system. Some of the second-hand Fageols ex-Windsor had centre doors but they were not used on a regular basis. [JD]