

01/01: From a source in Victoria: Tridents were not to be put out in service New Years Eve. But, apparently, they were. Three had seats slashed on the upper deck. All have been repaired using spare bolts of cloth sent over from the UK with the buses.

Overall BCT is pleased with the Tridents and will likely exercise its option for more, but this time with Alexander bodywork.

Trident 9009 seems to be the odd man out... its body was built in Birmingham, England, not Portugal. It appears the finish of it was not up to the same standard as the others. 9009 has now been overhauled to bring it up to standard.

Three Darts have arrived in Victoria and placed in service over the second weekend in January.

00/10: One hears that the Tridents are returning 2 mpg (or is it kpl?) better than a D40LF Flyer! Newest Darts have landed in Halifax, and will be driven across the country. Whistler ones painted in UK.

00/09: A reliable source: Some leaks around wheelwells reported on Tridents. Problems with doors. The coach that was damaged at the dock has been dismantled and is being used for spares. Last Trident due at end of month.

DARTS: Next batch of Darts is due in late October for M/S. Victoria will get some but most of its Darts will come around mid-Dec.

Another tender for more Darts to replace 82 GM's. These will have more legroom, there have been some passenger complaints about cramped seating.

00/7: LB in Victoria: No buses have been deplated for the summer, however the following fishbowls are parked in the back at Langford, plates and ad boards intact: 767, 806, 812, 842, 855, 967, 973.

Would be very unusual for Langford to assign any of these, since their runs use D40LF and Classics only. Other stored units on the Langford lot still include 804, 960, 971, 6245, 6229. 6053 was not on the lot.

00/07: MG reports: 1 . Unit # 9747 is now in service and licensed in the Central Fraser Valley, 9748,

and 9748 are no longer here... I heard that 9748 went to Kelowna, but I am not sure on that one, but 9747 is now in Abbotsford, no longer in storage.

2. Unit # 6785 is in Chilliwack for the summer on the Cultus Lake Shuttle Service run between Downtown Chilliwack and Cultus Lake, till August 31st.
3. Units # 9840, 9842 in the Central Fraser Valley have been equipped with Bike racks, and have been designated "Mission Buses", only the 2 buses thus far have been equipped with the bike racks, but some more are planned in the future.

00/06: TransLink Board Meeting (06/21):2000 Capital Projects Specific Project Approval The Board gave specific project approval for the following 2000 capital projects:

* Bus fleet replacement

50 forty-foot, low-floor, clean diesel buses. Budget: \$20,265,200.

* Bus fleet expansion 29 forty-foot, low-floor, clean diesel buses. Budget: \$12,287,600.

The Board approved the following recommendations:

A) Replacement of the present trolley bus fleet with a current service requirement of

* 205 low-floor, standard (12-metre) electric trolley buses, plus an option of either 60 low-floor standard trolleys or 40 low-floor articulated (18-metre) electric trolley buses, at a cost of \$251 million - \$255 million as per Table 4 of the report

B) Inclusion of a fleet expansion option in the procurement to meet service requirements to 2006 for a further

* 60 low-floor standard electric trolley buses, or

* 40 low-floor articulated electric trolley buses.

C) The concept of banking carbon dioxide emission credits incurred due to the avoidance of emissions from the purchase of trolley buses instead of diesel buses. The existing trolley fleet is nearly 18 years old and nearing the end of its operational life.

Upgrading the trolley fleet was also one of the major issues put forward by the public during TransLink's consultations on the Strategic Transportation Plan. Trolleys provide quiet, environmentally-friendly transportation.

00/06: TM: 8 S91XX's are being put back out on the road. For those keeping track of Lic Plate numbers here are some new plates for the ones I have seen. S9119 3650EA, S9120 3648EA, S9127 3652EA. I also have some plate numbers for the new D40LF's operating out of West Van 991 7839DS, 993 7845DS, 9957842DS, 996 7841DS, 997 7840DS, & 998 7843DS

00/06: Rumour: DL reports: On Sunday, Bob Rogers told me the ex Snohomish Flyers are "parked!"

He said the drivers won't drive them because they are "dangerous". They swerve all over the road. He asked about the ones at CMBC. I said, they are running fine. I see one on route 358 every day. And I drove one last Monday on route 003/020. I drove one again this morning. Why are West Van's so bad and CMBC's still OK? Then Bob said GMC #85 is also "parked". I said, "But..."What is going on, or not, in WV Municipal Transportation?

00/06: Rumour: One less Trident?: RS reports it slipped out of it's hoist at the docks crushing a Hong Kong Dart (no further details here I'm afraid).A replacement bus (i.e. new Chassis and Body) are likely to have to be built now.

00/05/26: Ian Macdonald reports the first Trident is numbered 9001. 00/05: Mike Glazier reports that 9746, 9747, and 9748 are in storage in the Central Fraser Valley and look as though they will be in service there soon, instead of Comox.

00/03:Translink board asked for approval for the award of contract 9181-01 to Orion Bus Industries. The Contract price of \$29,257,872 + taxes is for the delivery of 76, 40 ft. high floor express buses by February 28th, 2001 at \$384,972 per bus.

The board also awarded a contract to: New Flyer Industries Limited. In the amount of \$11,923,488.00 for the supply and delivery of 36, 40 foot lowfloor diesel buses. Tender Documents were issued to a select list which included all six NorthAmerican transit coach builders. Only four of which submitted a tender. Closing Date: September 16, 1999

00/03: Both Coquitlam and Port Coquitlam are unhappy about TransLink's new Stategic Plan. Coquitlam mayor, Jon Kingsbury voted not to approve it, at a Translink board meeting on Wednesday, 3/15. He noted that Coquitlam will see only an increase in 3,000 service hours while Vancouver & Burnaby will get 20,000. Len Traboulay, Port Coquitlam's mayor, voted in favour, hoping that his city's share can be increased before the plan is finalised. Port Coquitlam wants "shuttle buses"introduced to connect the two halves of the city. Traboulay noted that the small bus order has been increased from 52 to 82. (Coquitlam Now, 00/3/19)

00/03: RT reports that the first three Tridents have returned to the UK from Portugal. BCT has noticed a problem with the layout of the dash... the original design done a German consultant will be reworked by Dennis. This will delay shipment until April 20th, with them arriving at Dynamic in Langley, May 15th.00/03:RT reports the new Tridents have serialsSFD123BL0XGT70943-5200/02: West Van have new D40LFs, painted in a plainer blue. A return to the pre-BCT days before the red stripe was forced upon them?

99/12:DC reports the new name for the Richmond fastbus is #98 B-Line.

99/11: Source says that recent problems with brakes on Darts were caused by the engine revving too high. Apparently, Cummings had set idle speed for a truck not a bus! The problem has been identified and fixed.99/09/24:LB: Noted in Nanaimo's transit business plan that their 5 1982s are due to go in 2002; by BC standards a short service life for equipment bumped from baseline duty after only 15 years.

LB: (99/09/21)Last week BCT announced the trial service with 7 Dennis Darts, principally on routes such as 24/25 with lower ridership. Also announced was order placed for 28 Darts for the 2000/2001 operating year, on top of the existing Trident order coming in spring.

KW:According to the 99 Aug 27 edition of the North Shore News, the District of North Vancouver council unanimously supports a second SeaBus terminal on the North Shore. This terminal would be on the Maplewood lands along the east shore of the Seymour River and would have a direct bus link into the Seymour neighbourhood. As Councillor Ernie Crist said, "This idea is certainly not new. Dave Barrett promised us three SeaBuses. We never got the second and third one." Currently NV District council is looking for support from the two other North Shore municipalities and plans to put forward the idea to TransLink shortly.

KW:Public transit riders should soon be able to take a single bus from Lynn Valley in North Vancouver to Dundarave in West Vancouver. Translink is planning to introduce its first east-to-west crosstown service on the North Shore in December. Tentatively called the North Shore Cross Town, the service will enable West Vancouver residents to travel to Lions Gate Hospital without transferring buses and will be the first bus on the North Shore to carry bicycles. "This will be the first direct service that will connect the District of North Vancouver, the City of North Vancouver and West Vancouver," Glen Leicester, Translink's manager of implementation planning, told North Vancouver district council last week. "It currently takes three buses for people to get from West Vancouver to the Lions Gate Hospital -- with the new route it will only take one." Leicester said the bus route will be operated by the West Vancouver municipal transit service and run from the Lynn Valley village, through central Lonsdale to Lonsdale Quay before heading West along Marine Drive to Park Royal, Ambleside and Dundarave in West Vancouver. The final decision to proceed with the new route will be discussed Wednesday at Translink's board. If approved, Leicester said the service is scheduled to begin running on Dec. 6. Source: The Vancouver Sun, 99 Sep 13

99/09/20:Subject: New liveries for TransLink (Vancouver) The TransLink board today adopted a new livery (finally!) for the transit system in Greater Vancouver. The new design features a blue-yellow-blue stripe on a white background.

Possible Privatization? Transit unions are upset at Translink awarding a contract to a private company to operate the West Coast Express "TrainBus" service to Mission. The driver, needless to say, non-unionized. Some drivers handed out leaflets claiming that the pilot project was a waste of money in that

TransLink was paying \$80,000 for a toilet. Coast Mountain BusLink did not meet the criteria established for bids because it couldn't provide a bus with a toilet. The bus is meant to be a premium service... it provides a "straggler" service for people who miss the last commuter train to Mission. Later in the week, TransLink chair George Puil hinted that TransLink may expand the concept of premium luxury coach service to White Rock, down by the U.S. border. No mention was made of who would provide the service, but several operators I've talked to believe it would be contracted out to private industry.

New New Flyer D40LFs continue to arrive --in albino white. There'll be 83.

BC Transit: Rumours abound about the Dennis Tridents having their bodies built in Portugal! Now that Dennis is owned by Mayflower which owns Alexander (which provides bodywork), Plaxton bodies may not be p.c. Dennis Darts are not needed in some locations until the new year, and so will enter service in Victoria in the meantime, claims another rumour.