

**Farewell to 7701, the "Green  
Hornet"!**

Winter 2010

**Transit Museum Society**



# TRAMLines

**3106 is the latest TRAMS bus**

*132 powered up and running  
Pacific Stage Lines in Surrey*

*Car 4, where are you?*

*DHR Update: Rollin' again. For 6 days.*

*Society news*

Angus, Brian, James and Dale go shopping



## Transit Museum Society

### Fall Directors' Meetings



# TRAMLines

Since the last newsletter, there have been three director's meetings. Here are some of the items discussed, other items appear elsewhere.

#### September:

- Non-members wishing to visit the shop must gain approval from the President or Shop Manager beforehand. Selena Garcia reminded everyone that non-members are not covered under our insurance. Suggest we develop a waiver form.
- Evan Russell suggested that we should rename the Centennial coach and update the photos and displays inside. The display should be about TRAMS rather than the transit centen-

nial which occurred back in the late 1980's. Bryan Larrabee suggested we have a contest in the newsletter to rename the coach. Evan will start as the lead for the project.

## Transit Museum Society

Our 2010 Directors:

**Dave Asselin** [dasselin@shaw.ca](mailto:dasselin@shaw.ca)

**Dale Laird** [dale@trams.ca](mailto:dale@trams.ca)

**Angus McIntyre** [gong.ringer@gmail.com](mailto:gong.ringer@gmail.com)

**Harry Vagg**

**Mike Muncaster** [highwaycoachman@shaw.ca](mailto:highwaycoachman@shaw.ca)

**Evan Russell** [vancouver.express@gmail.com](mailto:vancouver.express@gmail.com)

**Tim Chaput** [tim\\_chaput@telus.net](mailto:tim_chaput@telus.net)

**Brian Drake** [BrianDrake66@yahoo.ca](mailto:BrianDrake66@yahoo.ca)

#### October:

- We are now at 99 membership renewals.
- Statement was received from Canada Revenue Agency and all is in order.
- Translink has given notice that they will be de-

molishing the OTC washrack in early 2011. We may have to remove the trolley coaches earlier to make room for assessment work. Angus will keep us informed.

## November:

- Christmas Lights Tour set for December 18<sup>th</sup>.

## Transit Museum Society

Our 2010 Executive and Appointees:

**Dave Asselin** *President*

**Dale Laird** *Vice-President & Superintendent of Railway Operations*

**Angus McIntyre** *Treasurer*

**Bryan Larrabee** *Secretary*

**Selena Garcia** *Roseberry Shop Manager*

**Tim Chaput & Selena Garcia** *Co-Chairpersons of the Events Committee*

**Vacant** *Co-ordinator of Charters and Coach Rentals*

**Mike Muncaster** *Coordinator of Mechanics for the Vintage Fleet*

**Michael Taylor-Noonan** *Newsletter Editor*

Marpole Loop at 6pm, Cambie and Marine at 6:10 and 6:30 at 29<sup>th</sup> Ave Station. Dave, Jeff and Selena will comprise the committee. Suggest #4107, #4276 and reindeer bus for the event. Dave will advertise to the company.

- Edmonds Christmas parade – Nov 27<sup>th</sup> 1pm Angus and Harry to drive (#4612, #3405)
- Trans Expo Event at Canada Place Convention Centre West. Buses will be #730, #3405, Tear-drop and #3334. Delivery date is Nov 15<sup>th</sup> at 8:30 am and returning Wednesday morning Nov 17<sup>th</sup>.
- **Victoria Glass Donation**—Evan went to Victoria and came back with 102” wide Fishbowl glass.



**On behalf of the entire TRAMS membership may I congratulate John & Suzanne Strachan on the birth of their daughter, Clara Marie in October**

## ***Pacific Stage Lines: South of the river***



### **Seattle, Harrison Hot Springs, Port Mann...**

Port Mann? Well, yes. It wasn't all glamour.. traveling to exotic places. The life of a PSL driver. There were more mundane destinations.

Some months ago there was discussion on the Yahoo! *transit-vancouver* board about local Pacific Stage Lines' bus services in both Surrey and the Tri-Cities. That may sound like an oxymoron: to me, Pacific Stages Lines was an *inter-city* bus line, best known for it's Vancouver – Victoria service. But it did provide *intra-city* service, running several local services in Surrey.

I will not pretend that what follows is the definitive history of those services, there are too many unanswered questions for that. What I hope to accom-

plish is to jog someone's memory, so that some at least of those unanswered questions can be answered.

First, the "how" – how Pacific Stage Lines came to be.

[On his website, Surrey history buff Jack Brown](#) examines the role of bus transit in that municipality. He says that:

The first regularly operated Bus service in the Fraser Valley was established by **Goodman Hamre** in 1914, and ran between **New Westminster and Aldergrove**. This service was operated with seven-passenger touring cars at the beginning, [...] Mr. Hamre, in 1921, extended the service in the east to Abbotsford and in the west to Vancouver. He continued this bus operation until 1925.

In 1918 Hamre began a New Westminster-White Rock service, but ran it for only a few months or so before selling it to a friend: I.W. Neil. Neil's company, Green Stages, ran to White Rock via Cloverdale and the Pacific Highway. (Brown)

[At this time](#) the highway (today's 176<sup>th</sup> St.) was [gravel](#). The following year the highway was paved, and Neil's company, acquired two car conversions: a 1913 Pearce Arrow, converted to a nineteen-passenger bus; and a 1915 Packard, converted to a seventeen-

passenger bus. Green Stages operated two return trips daily to New Westminster and Vancouver. In 1924, following the acquisition of two *White Buses*, the service was expanded to four return trips daily.

Another Neil company, Pacific Stages Transport began a bus route from Vancouver to Port Moody and Coquitlam, and in 1922 it purchased a small bus line running between Coquitlam and Haney.

But the BCER viewed these developments one suspects with alarm and decided to purchase Neils' bus lines to eliminate competition. BC Motor Transportation was formed in December 1924, and most competing bus lines were consolidated into a new entity, Pacific Stage Lines. But as noted in the accompanying sidebar, BC Rapid Transit continued until 1932. Why this occurred is one of the unanswered questions.

Back to 1926 and BC Motor Transportation commenced a bus line between New Westminster and Chilliwack supplementing interurban service (Ewert: *Story of BC Electric*). Freight service introduced at same time. From early 1927 service was extended to Crescent Beach, Hammond and Haney. (Ewert)

By 1940, rights to Kamloops held by a BCER subsidiary, Blue Funnel (see sidebar), were sold to BC Greyhound Lines. One could surmise that service past Hope was included in the deal. Of course the water-crossing services would arrive many years later, and I'm not sure when the Seattle service was given up. I have heard that it was just leased to Trailways, but again, that's another unanswered question.

Now, the "why", why Pacific Stage Lines operated Surrey's local services.

Up until the late thirties, Surrey's population was predominately farm-based, very low density, mainly in the lowland areas. The Pacific Highway had opened up some areas for development, including tourist access to the future White Rock area.

**Brown:**

"The opening of the Pattullo Bridge in November 1937 and the major water main laid across the river with the bridge, provided the impetus for more rapid settlement of North Surrey. The opening of the new bridge caused a minor residential building boom as people could easily drive over the toll bridge. Lot prices were much less expensive than those in New Westminster and made North Surrey, especially Whalley and Fleetwood, very attractive.

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Then during wartime, lack of affordable housing in Vancouver and New Westminster forced people to look for housing in the Fraser Valley.

The end of World War II and the availability of heavy earth moving equipment allowed the clearing and development of Surrey's upland areas.”

As roads improved and vehicles improved in size and reliability, so bus service began to grow. Since Surrey was the gateway to the south side of the Fraser, any bus traffic west to Delta, east into the Fraser Valley, or south to the United States, had to pass through Surrey. Surrey was well serviced by this through traffic.

It was only in White Rock and its large summer population that offered sufficient density for the beginning of local transit. It began as an off-shoot of the local taxi service in 1945. It grew through various owners and incarnations: **Semiahmoo Stage Lines, White Rock Bus Lines, and Surrey Bus Service.** (Brown). The remainder of Surrey depended on inter-city Pacific Stage Lines service until local service by PSL was introduced in November, 1966. (Canadian Coach 1966, 1973)

From 1975, these services were by and large folded

## **North of the Fraser**

In 1919 the Blue Funnel Motor Line came into being, run by Tom & Bert Coldicutt. It ran a jitney service along Kingsway between Vancouver and New Westminster. After 1923 it became part of BC Rapid Transit, a BCER subsidiary. In his “Transit in British Columbia” book, **Brian Kelly** has a picture of an 8 passenger bus on its way to Kamloops in 1931 and identified it as a Blue Funnel vehicle, suggesting the company kept its identity even after the acquisition by BCER. Rights between Vancouver & Kamloops passed to BC Greyhound as late as 1940.

BC Rapid Transit also operated freight service between Vancouver and Chilliwack, as also evidenced by a photo of a truck in Brian Kelly’s book. It is towing two trailers, one of which states “Chapman Motor Cartage service between Vancouver and Westminster, every 2 hours.

In 1926, though, BCRT assets were not transferred to BC Motor Transportation, as other BCE assets were. They remained apart until 1932 when the transfer was completed. Then the company laid dormant, until resurrected many years later as the operator of one *very* rapid transit service: Skytrain.

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into BC Hydro – Suburban Lines. This division was distinct from the former BCER areas of Vancouver, North Vancouver, Richmond & Burnaby. A new Surrey Transit Centre on 76<sup>th</sup> Ave near 132<sup>nd</sup> St. (what would become the old TRAMS facility), opened in May 1975. What was strange was that the new Port Coquitlam Transit Centre had yet to be built, and so Burnaby (Kensington Transit Centre) operated Poco's service, as part of the Metropolitan Lines division. One assumes PCTC would fall under the Suburban Lines moniker when built, but by that time everything was labelled BC Hydro Transit.

In the Sanford collection are a number of system route maps of interest. The first is dated April, 1974. The Pacific Stage Lines routes are listed as:

## ROUTES

- 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



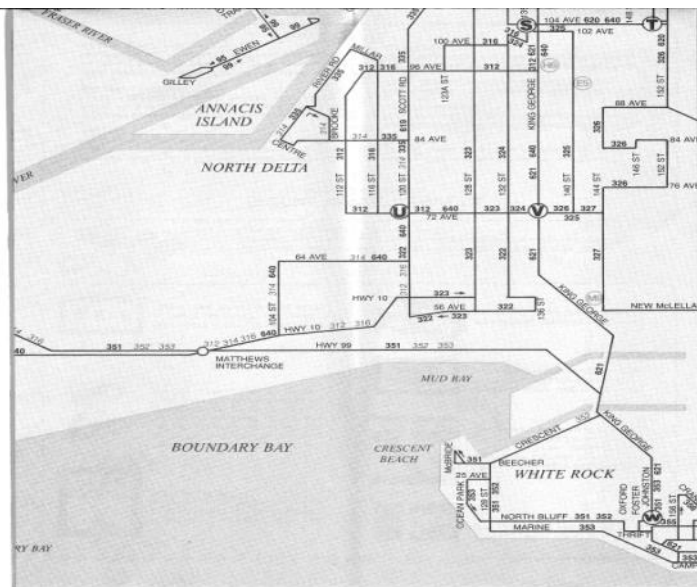
*PSL Surrey routes, April 1974*

- H - VANCOUVER-LADNER-TSAWWASSEN-GULF ISLANDS
- I - VANCOUVER-PORT MANN
- J - VANCOUVER-VICTORIA
- K - ARCHIBALD-KINDERSLEY LOOP
- L - ST. HELENS LOOP
- M - VANCOUVER-CHILLIWACK-HOPE
- N - NEWTON LOOP
- O - VANCOUVER-WHITE ROCK VIA CRESCENT BEACH
- P - KENNEDY-RIVER LOOP
- S - VANCOUVER-MT. SEYMOUR
- T - VANCOUVER-CLOVERDALE

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## Z - VANCOUVER-NEW WESTMINSTER

Of these, Route “A” is the original line to White Rock. Route “B” contains the original route begun by Ivor Neil, from New Westminster, via Essondale (the mental hospital), Port Coquitlam, and Port Haney to Harrison Hot Springs. “K” ran in North Surrey around the area of Guildford and Grosvenor via 104<sup>th</sup> Ave. “I” ran from Vancouver to the Port Mann area looping along 108<sup>th</sup> Ave, and “P” looped around River Rd in Delta.



Surrey routes as shown in 1978 route map

# Christmas Lights Tour

*December 18<sup>th</sup>, 2010*

Dep Marpole Loop.... 6pm

Dep Cambie and Marine... 6:10pm

Dep 29<sup>th</sup> Ave Station.... 6.30pm

Vehicles and fares to be announced. Contact Dave Asselin or Selena Gracia for further details.

From 4 April 1975, White Rock was connected to Vancouver by FASTBus service, #650. There is also a leaflet dated 2 September 1975, entitled “introducing The new White Rock bus service”.

You can view these items on the [TRAMS library](#) website, keyword “Surrey”.

*Photos by John Day*

## ***Car 4: More than meets the eye***



Car 4, or to give it its' real identity, 5023, was part of an order of 25 streetcars ordered early in 1935 to be ready to carry the huge crowds that were ex-

pected for the 1935 World Fair. They were wooden-bodied and mounted on license-built Brill 84E trucks. They were the first bogie trams in Brussels. The builder was Ateliers de La Dyle et Bacalan at Louvain, Belgium and the class were numbered 5001 -5025.

Delivery came on time and the cars proved to be good, fast and reliable. One, 5008, is preserved in pretty much original condition.

Following severe damage, some cars were rebuilt after the war. 5018 was altered in 1948-49 as the

first prototype of the new Belgian designed car, to be classified as the 7000 class. It used P.C.C. patents, and had a mixed construction streamlined body (composite wood/aluminum). This car is now at the Brussels Tramway Museum. The 171-member production vehicles began to be delivered in 1951. The last arrived in 1969. Their styling quickly made them



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## Add Fare

Below are the names of members generously making donations to the society during this year. We apologize if we have inadvertently omitted anybody.

AURELIUS, John P.	MAIER, Peter
BERGER, Raymond R.	MARRIOT, Michael
CHEW, Rob	McINROY, Brandon
COLE, Harris	McPHERSON, Jim
DAVIES, William	MILLAR, James
DAVIS, Charlie	MORGAN, Steve
DEARMOND, Richard	PAULL, James
DEJONG, Terry	PRIOR, George
EDMONTON TROLLEY COALITION	ROYLE, John
FAELAK, Bob,	SEID, Michael
FINCH, Peter	SHARPE, Jason
FISHER, Ian	SHEPHERD, Norman
GREENWOOD, Sid	SHIFFER, Michael J.
HAUG, Russell	SMITH, Norm
HOLLEY, Noel T.	SNELLING, Dr. Charles F.
HUSSEY, Robert. G.	SOCIETY of CITIZENS for
IRION, Thomas	BETTER TRANSIT
JACKSON, Carl. C.	SWEET, Bill
JOHNSON, Graham	TAYLOR-NOONAN,
KEATING, Sean	Michael
KENWARD, E.G.	TURRIFF, Barry
LAMBERT, Jeremy	VAGG, Harry
LARRABEE, Bryan	VENIOT, Jeff
LLOYD, Barrie	WALTON, Mark
LOFTHOUSE, Peter	WOLLENZIN, John
MacIVER, Darrell	

## 2010 Trans-Expo —and TRAMS was there!

*Dale Laird*

The Canadian Urban Transit Association convention was held in Vancouver, from 13 to 17 November. That means the TRANS EXPO bus show was also held here at the new convention centre West Hall. CUTA invited TRAMS to display four buses. On Nov. 15, our 1937 Hayes #63, 1957 Brill Diesel #3405, 1957 GMC Old Look #730 and 1982 Flyer Diesel #3334 were driven to the show by our members. Thank you to our [many TRAMS](#) members who staffed our display all day on Nov. 16. As usual, the historic buses were the talk of the show. When I would walk around to the other exhibits, the other exhibitors would ask questions about our buses. Some gave us advertising items that will be auctioned at the next TRAMS meeting. We sold \$255 worth of DVDs and T-shirts. It should be noted this was the first public display of Flyer Diesel #3334 since its body restoration and painting. #3334 sure looks good.

There were more commercial exhibits at the bus show than I can remember or even know what some were selling. More recognizable were the typical Canadian bus manufacturers. Highway coaches on display were from Prevost and MCI. Transit buses on display were from NovaBus, New Flyer, Orion, Eldorado, Dennis, of which most were hybrid models. Of special note was the 'European inspired' 27.5 foot 24 seat "Vicinity Bus" from Grande West Transportation that has been operating for BC Transit in the small communities. The Vicinity Bus was designed, using North American components, by collaboration efforts between engineers and officials of BC Transit and the manufacturer Yaxing, based in Yangzhau, China. While the bus on display had air brakes, it can also be ordered with hydraulic brakes to allow operation by a driver with a class 4 license.

*A BBC trolley finally runs in  
Vancouver*

## **A Unique Vehicle**



Many years ago, I took my eldest son to Vancouver for the first time. He was 2 1/2 years old. Later in the week we were talking and he wanted to know more about the buses with “ladders on.” I can’t help feeling that #132 will elicit a similar level of interest when it travels the streets of Vancouver. A GM “New Look”... with ladders on!

The vehicles can be considered a Canadian classic. They combined the iconic American bus with the allure of the trolleybus and the passionate reaction they stir for being environmentally friendly, niche vehicles. No wonder transit museums in the U.S. and

the U.K. lined up to obtain one when they were retired from their hometown of Edmonton.

There were a hundred of them, built in 1981/2. The bus shells were built by GM Diesel Division, Saint Eustache, Quebec. They were stock bodies built to T6H5307N specs. Some claim they were so identical to the diesel counterpart, that fuel tanks were fitted! (Mckane/Squier: GM New Look Bus) They were



132 in service in Edmonton

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supplied without engine and transmission, but they did have roof reinforcement to support the trolley poles.

The shells were shipped by rail during 1981/2 to Edmonton, where a local contractor, Bennett and Emmott Ltd. Carried out final installation of Brown Boveri chopper controls and motors.

But what does this have to do with Vancouver? Well, the BBC (Brown Boveri Canada) connection with Vancouver began a few years earlier when #2601 was fitted with the prototype BBC electrical control gear. Chopper control for trolleybuses was cutting edge back then. Metro Transit Operating Company (MTOC) wanted to evaluate the propulsion system for the next generation of Vancouver trolleys—the E901A/902s. Too, Brown Boveri wanted MTOC's help in the design of the controls.

Up till then trolleybuses used banks of resistors to control the acceleration of the vehicle. It was simple, robust, but on the downside, electricity consumption was higher than need be. Braking was mechanical, with its associated brake liner wear. Toronto and Vancouver had already bought 'new' trolleys, but these incorporated rebuilt 1st genera-

tion electrical components into the otherwise new vehicles (the 2600 class Flyers). What modern electric controls could provide was not just smoother operation but lower cost too. "Solid State" meant lower maintenance cost in the "get going" part of the vehicle equation. In the "stopping" part, *dynamic* braking offered savings in brake liner wear. When braking, the flow of energy was reversed. The rotation of the wheels could generate electricity. What to do with this energy once it had performed its function of providing drag and slowing the bus down was the next decision. Simplest was to convert it to heat. *Regenerative* braking takes things further by returning the otherwise wasted electricity to the overhead lines, making it available to power other coaches operating on the system. This is not as simple as it sounds, and there was great debate amongst the manufacturers as to the practicality of regenerative braking. Brown Boveri, an established Swiss-based electrical company had developed a trolleybus chopper (a system where the power is "chopped" into pieces, and the number of pieces fed to the motor varied to accelerate the vehicle). BBC's engineers were adamant that a workable regenerative system for trolleybus application was an impossibility. Other manufacturers (among them Alsthom of France and Westinghouse of USA) claimed to have

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developed a regenerative system for trolleybuses.

One person intimately involved with the acquisition of these 2<sup>nd</sup> generation trolleys was Trams member, John Day.

**John:** “2601's chopper was essentially a test bed for the chopper offered to both Edmonton and Vancouver... [which] initially were going to put in a combined order for 250 coaches (Edmonton 100, Vancouver 150, later raised to 200.”

**John:** “In Vancouver, the collaboration between BBC/ GM posed problems. The GM body did not conform to the specification developed by MTOC and its funding/planning partner, Urban Transit Authority (UTA) as it omitted double-stream front doors.”

“Additionally, the BBC chopper did not incorporate regenerative braking nor the requirement for passive (convective) cooling – something that was abandoned when the Flyer/Westinghouse buses were rebuilt.”

When it became apparent that Edmonton was content to take the BBC product in the GM shell, the

combined procurement was abandoned.

It's not clear whether the lack of regenerative braking would have hampered the bid if BBC had partnered with Flyer. Indeed, John mentions that BBC may have had an advantage as it had a working prototype -2601. But more importantly, then current plans would also see chopper controls added to the fifty E800 trolleys, again something BBC they had already done. This last cannot be over emphasised, since when Flyer and its partner Westinghouse looked at the retrofit of the E800s, they realized it would be easier to build new buses instead, resulting in the additional 50 electrical sets purchased for this conversion being used to increase the final order to 245, with the five sets left over being used as spare parts.

What was also a problem was the perception that BBC was now a competitor rather than just a supplier, so Flyer did not offer the installation of the BBC controls as an option in its vehicles. For better or worse, the BBC bid was rejected.

**John:** “It is intriguing to speculate on what might have happened had GM offered its “Classic” body, developed shortly after the trolley order was awarded to Flyer. With a full double stream door and updated appearance, it might have been much more difficult

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to set aside the BBC chopper as, in its favour, it had many miles of proven performance in 2601.”

Though the Westinghouse controls supplied in the Flyer bid did suffer embarrassing short-circuits during their first major winter, once the modification programs had been implemented, the E901A/902s settled down to give sterling service to Vancouver. So too the GM/BBC's had gremlins to be worked out. But once this had been done, both classes of vehicles provided 25+ years of service to their respective cities. You really can't ask much more of a public transit vehicle.

## **132 Arrives in Vancouver**

Our trolley coach, #132, arrived this summer and has been stored at OTC away from the public so that it does not attract trespassers. Initial examination showed the bodywork to be generally good. The coach needs batteries. James Pearson and Bryan Larrabee tested the 12 volt system and everything works. The chopper shows no sign of overheating and the motor appears to be in great shape. A note in the coach indicated that it might need a brake reline. Bryan Larrabee has made copies of the manu-

als and has left them in the bus. We have the manuals on CD thanks to Edmonton Transit. The roof gear has been placed on the roof. Dash air gauge has been replaced. Steering appears to be sloppy.

October progress report: We got the bus over the pit. Mike took information for CVIP and we greased the bus. John Day donated a steering wheel. All the roof gear has been installed. The trolley coach was test driven at OTC. ETS has asked us to provide a list of parts to fill our request. Bryan, James and Angus have been working on the list.

## **DHR Report**

*Cont'd from Pg 22*

days per week next year. To do that, both interurbans will need to be operational in case 10 minute headway is required. To have #1231 ready, the City staff are modifying it to the same low voltage circuitry as #1207.

To accomplish a viable reliable service for residents and tourists alike, more qualified crew will be required. Part of the problem is the BC Safety Authority still does not offer a medical form. Each railway must develop their own and then submit it for approval. To that end, City staff are working with the other recreational railways in BC to develop a medical form

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*October 13th 2010, and Dale (driving the fork lift), James & Bryan mount trolley pole base on the roof of 132. Evan Russell piloted the shop truck to move her out from the washrack*



*Locking down spring assembly, and attaching poles.*



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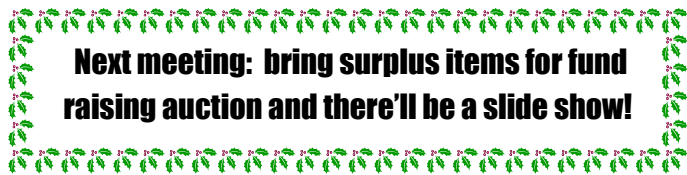


*On Thursday evening Oct 21, ETS BBC 132 was energised, with James Pearson, Angus McIntyre and Jason Sharpe making final electrical connections and testing circuits.*

*At 21:58 hrs. James placed the direction switch to "forward", and touched the power pedal. The coach*



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**Next meeting: bring surplus items for fund raising auction and there'll be a slide show!**

## **NEXT TRANSIT MUSEUM SOCIETY MEETING**

19:00, Friday, Dec. 3rd

St Augustine's Anglican Church 8680 Hudson St, Vancouver

Future: January 7, February 4, March 4

## **October 26th, 2010: The big day!**

*moved smoothly forward a short distance, and was reversed. Final work done a week later with a test drive around OTC.*

*James Pearson and I took 132 out into the yard at OTC for several circuits of the overhead. The coach performed very well, and has excellent power on acceleration. The photos were taken at 16:32 hrs. on 26 October 2010, immediately after 132 was driven out of the wash rack by Angus McIntyre.*

*Evan Russell*

## Centennial Bus 730



TRAMS has always had great success with our Centennial Bus 730. Whether used to capture interest in TRAMS T-shirts, DVD's or other souvenirs it has always drawn a crowd. The bus was restored and decorated to commemorate the centennial of Public Transit in British Columbia. As I'm sure you all know, the bus is fitted with a VCR, DVD player, television, sound system, a wealth of transit memorabilia, photos, and information on the history of transit in British Columbia.

Something happened while none of us were paying attention.

All of a sudden I realized: the Centennial Celebration was 20 years ago! Feel like time has passed by quickly? I'm beginning a project to re name and re brand this bus into something that more suits the TRAMS mandate with less focus on general transit history. Naturally I will keep some of the generic history but I truly feel and many agree with me, that this bus should be a showcase for

*Michael Taylor-Noonan*



TRAMS, and not just random history that would have existed anyway.

I'm assessing the possibly of redesigning the interior. Not rebuilding, but just a face lift. the AV system stays as is, and seats, lighting, floor plan etc. would all remain the same. But I would like to showcase photographs of TRAMS buses, DHR vehicles, and merchandise for sale. Perhaps add a little lighting to some of the display cases, but in such a way so as to not distract from the dark environment suitable for people viewing the DVDs

I will be replacing the sandwich board, and updating the paper goods inside. Things like, application forms, flyers, and my personal favourite, the 2005 operation schedule for the DHR. I will be renaming the bus. "Centennial Celebration" is the current theme. This appears on the sandwich board, and on a vinyl decal over the destination sign glass. The sandwich board is broken, and out of date, and shows our sponsor to be BC Transit. I will be producing a destination sign blind with the new name of the bus, when a decision is made.

While I'm basically running with this myself, the purpose of this article is to ask for input into names, and/or any ideas from the membership.

Current ideas floating around are names like,

- Transit Museum Bus
- TRAMS Museum
- Transit Museum Society
- Transit Museum History Display

If anyone has ideas into this or any suggestions for the redesigned bus, please feel free to email me, at

[vancouver.express@gmail.com](mailto:vancouver.express@gmail.com), or at [shadowstone91@hotmail.com](mailto:shadowstone91@hotmail.com)

Of paramount importance is the complete removal of the Centennial theme. I will update the membership as I advance with this project over the coming months. I target completion for the peak display season Spring/Summer 2011.

*Bryan Larrabee*

## ***Farewell to the "Green Hornet"***



The *Green Hornet* was sadly scrapped by TRAMS in November. A GM “New Look” or “Fishbowl” style bus, the Green Hornet was built in London Ontario in 1969. Besides the unusual nickname, the bus was rare and unique in a few different ways.

Considered to be a third generation “New Look”, only seventy-two T6H 5306 coaches were built in Canada. Forty-two were purchased by BC Hydro or West Vancouver. All except for the Green Hornet were scrapped after retirement. Unusual for its 96-inch width and 40-foot length, the



*Bryan Larrabee*

company offered to donate the coach to TRAMS. TRAMS volunteers affectionately gave the coach

5306 was preferred in West Vancouver because of the narrow and winding streets. This particular coach may have been the last remaining sample of the 5306 model in North America.

The Green Hornet started in revenue service in 1969 as fleet number 4735 in North Vancouver. She was moved over to Burnaby and re-numbered 5735 and again re-numbered 7701. The bus saw service in Surrey, back to North Vancouver for a time and ended service in Port Coquitlam in 1999.

The bus was sold to a movie production company and appeared in the “Linda McCartney Story” a “made for TV” feature that aired in 2000. The production company painted the bus in the green New York City livery for the movie. Afterwards the

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the Green Hornet nickname. The bus was an unusual acquisition for TRAMS because we could offer it for other motion picture work and it could be used for charters and special events because it was not painted in the BC Transit livery. In fact TRAMS was willing to allow the bus to be repainted if needed, although in the end, she remained in the NYC green.

Eventually the age of the bus started to catch up. If TRAMS decided to keep the bus for the long term, she needed a structural re-build and a new floor. With two other GM New Looks in the TRAMS fleet (#4612 and #4107) there was never a high priority to fix the bus. In fact, the fate of the coach was the source of many heated discussions among the Directors. The bus became a “shop vehicle” for pushing other coaches around the yard. The Green Hornet was a sentimental favourite of the shop crew but



eventually the bus experienced a transmission failure and was parked.

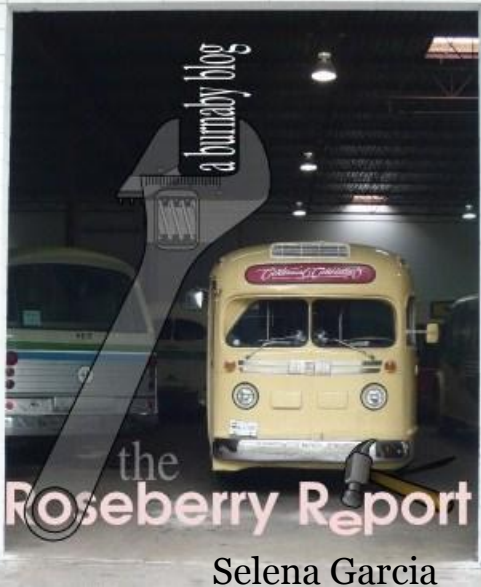
Other pressing projects took precedent over repairing the coach and it became storage for the shop. After sitting outside in the elements for over 3 years, the bus further deteriorated. Parking became scarce at the Roseberry shop with the acquisition of two more coaches, so the decision was finally made. The Green Hornet had to go. The bus was parted out in the summer of 2010 saving the

glass for #4612 and fluted body panels for the Edmonton BBC trolley coach.

Many people would say that a Fishbowl bus is a classic bus, the design spanned 27 years and was the mainstay of many transit systems. Almost 45,000 New Look Fishbowls were built in

*Michael Taylor-Noonan*

North America. Of the 72 T6H 5306 Fishbowls built in Canada T6H 5306 – C024 was the *Green Hornet*.



Selena Garcia

• Brill Diesel #3404 is running, needs a good test drive as the shift cable is really stiff. It probably needs lubrication. The coach needs axle seals which Mike Muncaster is trying to

- Flyer Triesel #1110 has been stripped and is waiting for Mike Muncaster to remove the engine.
- GM Newlook #7701 (The Green Hornet) is also being stripped and Mike Muncaster would like to remove the engine.
- Unfortunately #1110 and #7701 will be sent to scrap afterwards to make room in the yard.
- #3106 Neil assessed the bus. CMBC kept it in great shape. There are a few dents and panels scratched. Some items might be available in the future from the lowfloors. We need two side windows for the back of the bus. Suggest taking locking hardware off #7701 for #3106. The coach has 59,000 km on the engine and transmission. We have manuals for the D-40's but could use more
- #3334 now available for events.
- Mike is dealing with an oil leak on #4612.
- Teardrop is still waiting for repairs on the fly-wheel. Front spring still needs repair. Suggest we send it to a spring shop.

source.

- Once #3404 is cleared for use, Selena Garcia wants to start work on the interior of #3405. The coach may also require a head gasket.
- The Hayes Teardrop has to have the curbside front leaf spring repaired.
- Flyer D901 #3334 has been painted from belt line down. It looks great. Neil Pepper suggested that we apply a coat of white RV sealer on the roof.



*Dale Laird*



# TRAMS news

It had been hoped for the 2010 summer season, the DHR could build on the success of the Olympic Line, but maintenance problems prevented that happening. The biggest problem was trying to get the wire frogs properly aligned so the trolley pole would not dewire. Remember, a trolley pole had



never been operated through the new Sitka passing siding. After a whole summer of problems with the air system on car #1207, that had not operated for almost two years, and promises that the



trolley wire be adjusted, the DHR finally began operation on October 16, 2010.

Good weather favoured us for the rest of October and allowed weekend operation from Oct. 16 to 31.

Considering there was no advertising, ridership was surprisingly high, totalling 2,220 one-way passengers over the six days. At times Granville Island Station platform looked as crowded as it did during Olympic Line operation, though we know a BCER interurban can't carry as many passengers as a Bombardier Flexity Outlook streetcar. While tickets were not sold, passengers were asked for donations. They responded generously. In addition, there were \$222 in souvenir sales by the enthusiastic crew. With this kind of support from the general public, a banner season is expected in 2011. This will probably require longer hours and more operating

*[Continued....](#)*

In the

# TMS Loop

Heritage Vancouver	April 17/10	Angus	4612
School Charter	April 30/10	Evan	4276
Salmonberry Days	May 8/10	Angus	730
Salmonberry Days	May 30/10	Harry	730
Mothers Day Show & Shine	May 9/10	Harry	
		Matthew	730
General Wolf School	May 19/10	Harry, Dale	730
South Hill Fest. (Fraser St.)	May 29/10	Evan	730
Hyack Festival	May 29/10	Harry	4612
Hats Off Parade	Jun 10/10	Harry	4612
Pitt Meadows Days	June 5/10	Evan	4107
Marpole Days	June 5/10	Chris	730
APTA Rail Conference	June 6-9/10	Angus, Dale	2416
Motor Bus Society	June 13/10	Evan, Chris, Dale, Angus, Kevin, Tim	4276, 4107, 3334, 2040, 2416
Whalley Days	June 19/10	Chris	730
Wedding Charter	June 26/10	Dave	4276
Steveston Salmon Festival	July 1/10	Evan, Brian	4612, 4107
CMBC event (Marpole)	July 10/10	Doug	730
New West. Show & Shine	July 11/10	Harry	730
Edmonds Show & Shine	July 25/10	Brian , Dale	730
TRAMS Trolley Fan Trips	Aug 14-15/10	Angus, Dave, Brian, Chris	2040, 2416, 4107
Gathering Place Event	Aug 28/10	Doug	730
CMBC Rodeo	Sept 12/10		730, 63
Trans-Expo	Nov 15	Angus, Derek, Dave Asselin, Brian, Dale, Harry	63, 730, 3334, 3405
Edmonds Christmas Parade		Angus, Harry	4612, 3405

## Showing off our stuff....

Trams vehicles were seen at over 25 community events this year! A big thank you to those operators who drove vehicles. The Executive would also like to thank **Matthew Walker** for his enthusiasm in helping to staff vehicles at many events. The society received several compliments about Matthew's politeness, courtesy, and helpfulness.



*Coast Mountain Bus Company*

Matthew & CMBC retiree Doug Platt at the Transportation fair, Oct 23, 2010