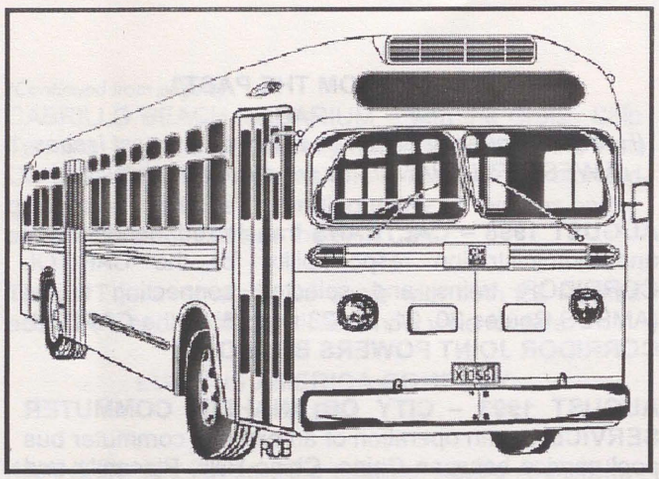
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Western Transit

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VOL. 41, NO. 8 August 2003

*(During July, five NEW services debuted – PORT OF LOS ANGELES WATERFRONT RED CAR LINE including changes to **LADOT's** SAN PEDRO TROLLEY, **LUX BUS AMERICA CO's** new Anaheim-Las Vegas bus, the opening of **LACMTA's** PASADENA GOLD LINE, the new **SOUTH PASADENA GOLD LINK** and changes to the **SIERRA MADRE GATEWAY COACH,** formerly the **RUNABOUT**).*

PORT OF LOS ANGELES WATERFRONT RED CAR LINE (WRCL)

SAN PEDRO: Using 1.5 miles of trackage along the Main Channel between the Cruise Center Terminal and the area near 22nd & Miner, on July 19th the **WRCL** opened its $10 million Port funded project for the tourist oriented line operating Car 1058, a refurbished former **PACIFIC ELECTRIC** Red Car, and replica Red Cars 500 and 501. San Pedro merchants are hopeful of attracting the many cruise ship passengers who dock at San Pedro.

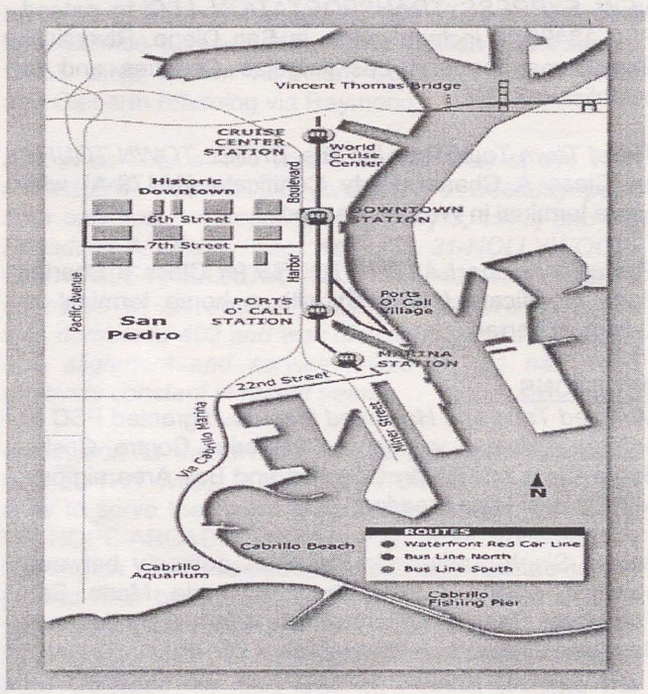
Service operates Friday through Monday between 1000AM and 600PM. A $1 all-day ticket will be good on both the Red Cars and the connecting **LADOT** SAN PEDRO TROLLEY service.

The project's first phase includes four high platform stations at Cruise Terminal, Downtown/6th Street, Ports O'Call and Marina Station.

Phase two would have 3 more stations – 22nd Street Landing, Hilton Hotel and the historic Bath House at Cabrillo Beach.

LOS ANGELES DEPARTMENT OF TRANSPORTATION (LADOT)

SAN PEDRO: The SAN PEDRO TROLLEY was divided into two routes – DOWNTOWN-PORTS O' CALL and



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PUBLIC UTILITIES COMMISSION (PUC)

SAN FRANCISCO: Below are applications before and decisions of the California Public Utilities Commission:

APPLICATIONS

Zafar Quraishi dba SUPER EXPRESS for On Call PSC between Ventura, Los Angeles, Orange, Riverside, San Bernardino and San Diego Counties and Southern California airports, Los Angeles and Long Beach Harbors, Union Station and Palm Springs Rail Station.

NEW EXPRESS TRANSPORTATION LLC to extend PSC-13490 to include points in San Diego, Riverside, San Bernardino and Los Angeles Counties and to establish a ZORF.

Tinsel Town Tour Guyz Inc dba TINSEL TOWN TOURS for Class A Charter Party Certificate (16479-A) with home terminal in West Hollywood.

Pedro Mejia dba I AND M TOURS for Class B Charter Party Certificate (16472-B) with a home terminal in Lakeview Terrace.

DECISIONS

Mohmed Taha and Hohamed Mamdouh granted PSC to operate between points in Alameda, Contra Costa, Santa Clara and Marin Counties and Bay Area airports with Zone of Rate Freedom.

Jarnail Singh granted On-Call PSC authority between points in Solano, Contra Costa, Alameda, Marin, San Francisco, San Mateo and Santa Clara Counties and Bay Area airports and to establish a ZORF.

Barbara Anne Ufland granted a PSC within the City of Vallejo and to establish a ZORF.

Gerardo H. Gibson, Jr. authorized to operate between points in Paradise Hills and National City with a ZORF.

Majid Khazaeian granted PSC between points in Contra Costa, Alameda and San Francisco Counties and Bay Area airports and to establish a ZORF.

DEPARTMENT OF CORRECTIONS AND CHANGES

The **VVTA** VICTOR VALLEY COMMUTER route to San Bernardino is 200, not 202, as reported in July 03 *WT*.

Chaffee Yiu is the photographer of the **MTS** New Flyers in the **MTS CONTRACT SERVICES** Roster Of The Month story – June 03 *WT*.

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"PAGES FROM THE PAST"

(Headline stories or other news items from past issues of WESTERN TRANSIT as we relive transit history)

AUGUST 1998 – CALTRANS transferred management and administration responsibility for the CAPITOL CORRIDOR trains and selected connecting buses (AMBUS Routes 20, 21, 22, 23 and 28) to the **CAPITOL CORRIDOR JOINT POWERS BOARD.**

AUGUST 1993 – CITY OF ANAHEIM COMMUTER SERVICE began operation of an express commuter bus pool service between Chino, Chino Hills, Placentia and Anaheim operated by HUNT TRANSPORTATION using HT 530, an MCI MC-8..

AUGUST 1988 – SIERRA NEVADA STAGE LINES started service (one round trip) between Ely, NV and Las Vegas with buses on Tuesday and Thursday, the fourth carrier to operate the route since 1946.

AUGUST 1983 – SAN DIEGO TROLLEY extended rail service to all hours of operation, discontinuing the bus service (originally operated as **SDTC** Line 51-TROLLEY SUPPLEMENTAL SERVICE and then operated by **NATIONAL CITY TRANSIT)** that had been offered during late evening hours since 1981.

AUGUST 1978 – The **SAN FRANCISCO BAY AREA RAPID TRANSIT** began Sunday train service July 2nd on the FREMONT-RICHMOND and CONCORD-DALY CITY lines only, both on 20 minute headways and scheduled to connect at MacArthur Station.

WT STAFF FOR THIS MONTH

EDITOR:	Edmund Buckley
ASSOCIATE EDITOR:	Craig Barnes
SENIOR CORRESPONDENT:	Jim Moore
SENIOR STAFF	Russ Jones Marvin Martin Scott Page
REPORTERS & SOURCES	Patrick Hardie Charles Hobbs John McKane Andrew Novak Harry Peat Warren F. Quon

(Continued from page 1)

CABRILLO BEACH-AQUARIUM – with the Cruise Ship Terminal to Ports O' Call segment replaced by the Red Car line. Each branch uses one E-Bus brand motorized green over red trolley operating every 15 minutes on the same days and hours as the Red Cars.

The SPT fare remained 25 cents with both EZ Passes and Red Car Line all-day tickets now valid for fare.

LUX BUS AMERICA COMPANY (LBA)

ANAHEIM: July 7th saw the debut of **LBA's** ANAHEIM-LAS VEGAS route, offering one daily round trip.

LBA's President is Michael Valen, formerly President of **VALEN TRANSPORTATION, INC,** now a **COACH USA** company.

Buses depart Anaheim (Ramada Inn at 1331 East Katella) daily at 830AM bound for Las Vegas (Executive Air Terminal at 275 East Tropicana Avenue).

Courtesy pick up and drop off service is provided at select Anaheim Resort Area hotels. In Las Vegas, buses also stop at a centrally located "Strip" hotel and the Golden Nugget Hotel downtown. Upon request, a Stateline, NV drop off and pick up is also available.

Buses return from Las Vegas at 330PM on Tuesday, Thursday, Saturday and Sunday and at 600PM the rest of the week. On the long days, a sightseeing narration of the Las Vegas Strip and Downtown is offered. Upon request, a Grand Canyon Day Air Tour is available.

The **LBA** fleet includes a new MCI J4500 intercity coach, #203, with 52 forward facing, reclining seats with headrests and footrests, airline style restroom, cabin attendant service including complimentary snacks and beverages, pillows, parlor bingo and movies.

Adult tickets cost $59 one-way and $98 round trip with Super Saver seven day early booking prices ($54/$89) available, along with reductions for seniors and active military (including fire and police).

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (MTA)

LOS ANGELES: The GOLD LINE (Line 804-LOS ANGELES-PASADENA LIGHT RAIL) officially opened for business on Saturday July 26th with a weekend of FREE rides and celebrations at most of the 13 stations.

A special bus bridge, Line 600/804-LOS ANGELES-PASADENA, also operated serving all rail stations and was an alternative for the GOLD LINE.

Trains will operate daily between about 400AM and 100AM using a fleet of 26 Siemens LRVs (227-252) based at Division 21, located at 1800 Baker Street (near the south end of Taylor Yard and accessible from North Spring Street).

Two bus changes also took place – discontinuation of 401-LA-PASADENA-NORTH ALLEN EXPRESS and the start up of 686-ALLEN-RAYMOND SHUTTLE.

The Pasadena-Los Angeles segment of 401 was replaced by the trains while Line 686 offers replacement local service between New York & Allen and Fillmore GOLD LINE Station via Allen, Colorado, Arroyo Pkwy and Glenarm returning via Raymond.

(Ed. Note – Line 401 was a combination of the 770-PASADENA PARK/RIDE (originally a weekday peak hour only line that began on February 3, 1975) and the Pasadena-Altadena segment of 31-HOLLYWOOD-GLENDALE-PASADENA (180). The 401/402 numbers appeared in December 1980. The Park/Ride routing was numbered 402 and was discontinued in June 2001. The alignment and service levels of 401 had been relatively constant in recent years).

In addition to the **MTA** changes and **MONTEBELLO** Line 20 *(WT 7/03),* **FOOTHILL TRANSIT** rerouted two lines to serve the Sierra Madre Villa Station. 184-CITY OF HOPE-ARCADIA was extended from Rosemead & Huntington via Rosemead, Foothill and Halsted to the ground floor bus terminal of the four story rail station/ parking structure Sierra Madre Villa Station. 187/189-PASADENA-MONTCLAIR-CLAREMONT were rerouted from Colorado via San Gabriel, Foothill (serving the Station from a bus stop on Foothill) and Madre.

CITY OF SOUTH PASADENA GOLD LINK (GL)

SOUTH PASADENA: **GL** is a NEW weekday peak hour shuttle system offering four loop routes – NORTH, SOUTH, EAST, WEST – all serving the GOLD LINE Mission Station at Mission and Meridian.



The system runs between 630AM-850AM and 440PM-650PM with buses every 15-20 minutes. The cash fare is 50 cents and all **MTA** passes are honored.

From its Allen Avenue garage (originally an EMBREE BUSES yard and now home to some **ARTS** and **PASADENA DIAL-A-RIDE** buses), FIRST TRANSIT, INC. operates **GL** with two new Econoline/Aerotechs

(Continued on page 4)

(Continued from page 3)
(669 and 895) painted white with black windows and lettered "CITY OF SOUTH PASADENA".

SIERRA MADRE GATEWAY COACH (SMGC)

SIERRA MADRE: The **RUNABOUT** was changed into the **GATEWAY COACH** and now includes a peak hour COMMUTER LOOP and midday COMMUNITY LOOP.

COMMUTER runs weekdays between 600-900AM and 400-700PM in a one way loop via Foothill, Michillinda, Sierra Madre, Santa Anita, Grand View, Michillinda, Foothill and Halsted.

The COMMUNITY LOOP is operated on weekdays between 900AM and 400PM and circulates throughout the city serving many points of interest.

SMGC now charges 50 cents a ride and is operated by LAIDLAW TRANSIT SERVICES. Special GOLD LINE opening weekend service was provided.

OMNITRANS (OT)

SAN BERNARDINO: **OT** awarded TRANSPORTATION CONCEPTS, INC. a two-year contract, with three one-year options, for operation and management of **OT** Line 7-SIERRA WAY, 8-MENTONE-YUCAIPA, 9-YUCAIPA, **INLAND EMPIRE CONNECTION** 90-MONTCLAIR-SAN BERNARDINO-RIVERSIDE and REDLANDS TROLLEY T1 and T2 (30 and 31) starting September 1.

Fourteen firms were mailed RFPs and 4 firms attended the pre-bid meeting – TCI, FIRST TRANSIT, INC, MV TRANSPORTATION and LAIDLAW. TCI submitted the only offer and it was judged to be both reasonable and responsive. **OT** staff estimates a five-year savings of $5.9 million over current costs.

*(Ed. Note – TCI is already under contract to operate **IEC** and **OT's** ACCESS Paratransit service, but this RFP has been controversial as the Amalgamated Transit Union contends their labor agreement does not allow contracting out work without negotiations).*

The **OT** Board has approved the start up of the E Street Bus Rapid Transit (BRT) Corridor Major Investment Study process, to be used in part to secure federal "new starts" funds for a program to use BRT technology to improve the efficiency and effectiveness of the 14-mile long "E Street Corridor", starting at Cal State-San Bernardino in the northern part of the city and ending at Jerry L. Pettis Veterans Hospital and Loma Linda Medical Complex, to the south.

OT Line 2-E STREET-LOMA LINDA currently carries 70 passengers per service hour and serves several key destinations and activity centers along the route.

Public meetings were recently held on environmental and public health impacts of **OT's** three L/CNG fueling stations, as part of the study in compliance with Senate Bill 1927 (Soto) *(WT 8/02, 6/03).* The Montclair, Metro-San Bernardino and I Street Facility (234 South I in San Bernardino - the TCI East Valley yard) are included.

SUNLINE TRANSIT AGENCY (STA)

THOUSAND PALMS: **STA** recently placed into service an MCI Classic bus which operates on Hythane, a mixture of hydrogen and compressed natural gas. This is the first bus so equipped to operate in this country.

A second MCI bus will soon be added. Both units are equipped with by Cummins Westport, Inc engines and fueled by a mix of 20 percent hydrogen and 80 percent natural gas. During the six month test, the bus is expected to travel about 24,000 miles. Then the data collected will be compared with two CNG control buses.

STA officials consider this program to be a potential bridge between fossil fuels and a hydrogen economy.

This program is the latest in a series of tests conducted by **STA** to test alternate fuels in buses.

ORANGE COUNTY TRANSPORTATION AUTHORITY (OCTA)

ORANGE: In June, Irvine residents voted against **OCTA** plans to operate the CENTERLINE light rail line within their city *(WT 5/03)*, but also voted to support the concept of a rail program.

OCTA then developed a number of other alternatives including a shortened version of that plan – Santa Ana to Orange County Airport; a rail line between Santa Ana and Cypress along the former **PACIFIC ELECTRIC** right of way; a rail line connecting Fullerton, Placentia, Yorba Linda, Brea and La Habra; enhanced **METRO LINK** service and a variety of bus rapid transit systems, most between Santa Ana, Costa Mesa and Irvine.

Following a July 21st public hearing, the **OCTA** Board endorsed the shortened version of the original plan 9-2.

THE WAVE (TW)

SOLANA BEACH: **TW** was designed as a commute hour ferry alternative between Oceanside and San Diego with one morning southbound and one afternoon

(Continued on page 5)

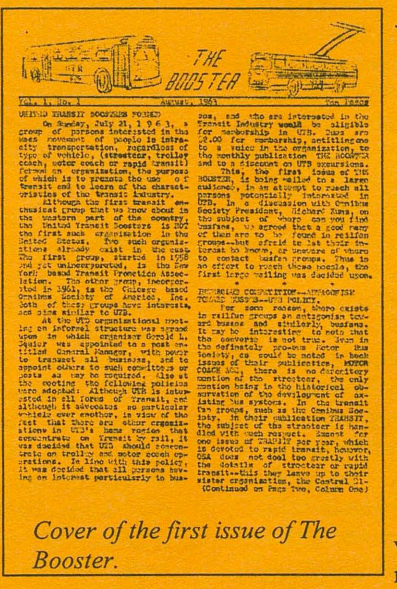
A History of Western Transit: The Beginning -- 1963-1968

By Gerald L. Squier, Founder With A Brief Update To 2003 By Edmund Buckley

The first paragraph in the first issue of *The Booster* (the predecessor of *Western Transit*) reads: "UNITED TRANSIT BOOSTERS FORMED. On Sunday July 21, 1963, a group of [ten] persons interested in the mass movement of people in intracity transportation, regardless of type of vehicle, (streetcar, trolley coach, motor coach or rapid transit) formed an organization, the purpose of which is to promote the use of transit and to learn of the characteristic of the transit industry." How did this event happen to occur?

BACKGROUND

Once common in the first half of the 20th Century, rail passenger transportation began to be phased-out during *The Great Depression* and this was accelerated after World War II as more streets and highways were paved and the *Interstate Highway System* was begun, and automobile improved in reliability. Moreover, the railway infrastructure was denigrating and it was not generally economical to replace it. The demise of this means of transportation, once so much a part of everyday life, began to cause nostalgia in some, and an interest in recording the history and experiencing the decline of this phenomenon. Eventually, rail enthusiast magazines (such as *Railroad* and *Trains*) and organizations (such as the *Electric Railroaders Association* and *the National Railroad Historical Society*) appeared. These groups and publications all tended to blame the demise of the railway on the motor bus, as abandoned railway services were normally replaced by highway or urban street bus operations (if at all). But after WW II, a general decline in both city transit and inter city bus operations continued a long decline that had started in the *Roaring 20's*, when the Model T Ford became available to the masses. Now some of the younger generation who had known buses instead of streetcars or trains began to realize that this form of transportation was facing the same future as the railways. One of the outcomes of this movement was the establishment of the National Motor Bus Association in 1948. The NMBA became the Motor Bus Society in 1954, and began publishing *Motor Coach Age* in 1950.


THE BOOSTER

Cover of the first issue of The Booster.

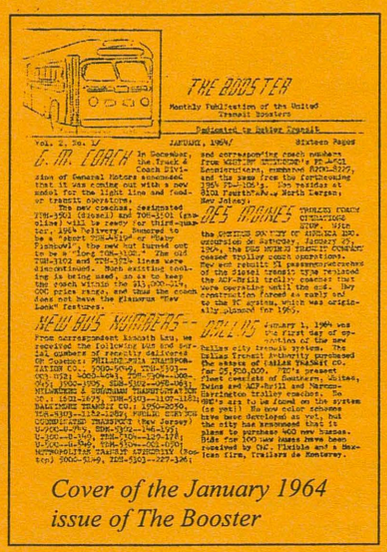
Western Transit's nucleus was and always has been Los Angeles and Southern California. The city had its own ERA and NRHS chapters, and there was a large rail fan group there, but there was no organized bus enthusiast group. The motor bus was eschewed in the rail group's publications and in Ira Swett's early *Interurbans* historical publications. However, some of the members of the *Southern California Division of the Electric Railroaders Association* (later renamed *the Electric Railroaders Historical Society of Southern California*) did have an interest in non-rail transit. In the early 1960's Jim Walker and Norman Johnson hit upon the idea of publishing a regional newsletter for the transit industry as a business. Jim and Norman were instrumental in publishing SC-ERA's *Timepoints*, and actually developed an initial issue of the proposed publication, which they called *Western Transit Digest*. However, they could not generate enough interest for the project in the industry, and the idea was dropped.

In the 1960's the last of the former Pacific Electric Railway *Red Car* interurban lines were abandoned, and attitudes towards buses within SC-ERA were liberalized. Beginning in 1962, under Jim Walker's editorship, I began to contribute a monthly column on Los Angeles transit happenings in *Timepoints*. Then on March 31, 1963, the last of the former Los Angeles Railway/Los Angeles Transit Lines *yellow cars* (which were mostly green then) and trolley coach lines were converted to diesel bus. At that point, it appeared that any future transit developments in Southern California would be related to buses. ERHA-SC chose the course of concentrating on the past. I decided that what was needed was a separate organization not restricted to rail operations.

I was not alone in the idea of forming such a group. Four other people were also instrumental (in varying degrees) in the formation of the UTB. The late Allan Styffe, who had moved to Los Angeles from Worcester Massachusetts in 1949, was a clerk at the Los Angeles Metropolitan Transit Authority's Division 2. The late Lazear Israel moved to L. A. in 1948 from Pittsburgh, Pennsylvania; he had a degree in Transportation Engineering from USC, and although he never worked in the industry, he knew many important people in the industry, and regularly attended the monthly LAMTA board meetings. Edmund Buckley Jr. was a young man who had moved from Chicago Illinois in the late 1950's, and just out of high school in 1960. Ed made it a goal to ride on every transit line in the LAMTA system, and was commended before the Board of Directors for the experience (an article on this event appeared in LAMTA's employee magazine, *The Em-*

blem). Unlike the others, Ed was not an ERHA-SC member, but was introduced to the group by Lazear. The fourth person was Warren Quon, who like me was a native of Los Angeles and who also worked at the Los Angeles Post Office. Because of the Post Office's liberal vacation policy, Warren was able to travel extensively, and shared his findings with me. I was the son of a *Red Car* conductor, and had been working at the Post Office since 1959, but my goal was to work for the LAMTA.

After the rail and trolley coach abandonments of the spring of 1963, the five of us began to discuss what to do about forming a transit group. We knew about the *Motor Bus Society*, which was headquartered in the New York City area, and the Omnibus Society of America in Chicago. The first question we needed to answer was whether we should affiliate with either the MBS or the OSA or form a separate organization. To resolve this question, I arranged my 1963 vacation in June to visit New York and Chicago to meet with representatives of MBS and OSA. The outcome was that neither group had anything to offer us, and recommended that we create a separate regional organization. Upon my return, I conferred with the others, and we agreed that we would start a new organization headquartered in Los Angeles. An organizing meeting was set for Sunday, July 21 and a few other ERHA-SC transit oriented members were invited to attend.


THE BOOSTER
Monthly Publication of the United Transit Boosters
Dedicated to Better Transit
Vol. 2, No. 1/ JANUARY, 1964/ Sixteen Pages
G. M. COACH In December, the Truck & Coach Division of General Motors announced that it was coming out with a new model for the light line and feeder transit operations.
The new coaches, designated TDH-3502 (diesel) and TGH-3101 (gasoline) will be ready for third-quarter 1964 delivery. Powered by a 4 stroke cycle GM Pinkwolf, the new bus turned out to be a "low-floor-high." The old TDH-3102 and TDH-3104 lines were discontinued. Both existing tooling is being used, so as to keep the coach within the $13,000-$14,000 price range, and thus the coach does not have the fiberglass "Taxi Look" features.
NEW BUS NUMBERS -- DALLAS From correspondent Kenneth Ley, we received the following hot and brief summary of recently delivered GM Buses: PHILADELPHIA TRANSPORTATION CO.: 2000-2049, TDH-3301--0321, 4060-4061, TDH-3904--0001-0041, 3900-3909, TGH-3102--0001-0011; MILWAUKEE & SUBURBAN TRANSPORTATION CO.: 1500-1625, TDH-5103--1107-1181; BALTIMORE TRANSIT CO.: 1950-2050, TDH-5303--1181-1281; PUBLIC SERVICE COORDINATED TRANSPORT (New Jersey) U-500-01-749, TDH-4502--1461-1471, U-500-01-849, TDH-4504--0001-0101, U-500-01-949, TDH-4504--0001-0101; METROPOLITAN TRANSIT AUTHORITY (Houston) 3000-3149, TGH-5303--227-346; and corresponding coach numbers from MONTREAL TRANSPORT's TD-4501 Equipment, numbered 8200-8277, and the many from the forthcoming 1965 TD-4505's. Joe testifies at 8104 Fourth Ave., North Largan, New Jersey.
DES MOINES TROLLEY COACH OPERATIONS ENDS. With the ORIENTAL DAIRY OF AMERICA INC. exemption on SATURDAY, JANUARY 25, 1964, the DES MOINES TRANSIT COMPANY ceased trolley coach operation. Now with retail 31 passenger-stretches of the Diesel transit type replaced the ACF-Brill trolley coaches that were operable until the end. New construction forced an early end to the DC system, which was originally planned for 1965.
DALLAS January 1, 1964 was the first day of operation of the new Dallas city transit system. The Dallas Transit Authority purchased the assets of DALLAS TRANSIT CO. for $5,500,000. DTA's present fleet consists of Southern, United, Twins and ACF-Brill and Marmon-Herrington trolley coaches. No GM's are to be found on the system (as yet!) No new color schemes have been developed as yet, but the city has announced that it plans to purchase 400 new buses. Bids for 100 new buses have been received by GMC, Flxible and a Mexican firm, Trailers de Monterrey.

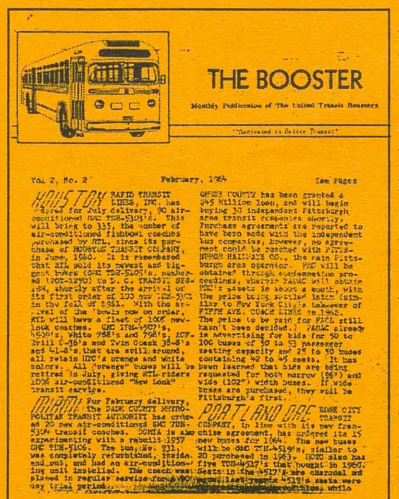
Cover of the January 1964 issue of The Booster

THE ORGANIZING MEETING

For the record, the meeting was held in my apartment at 829½ North Hayworth Avenue in Los Angeles, and it was convened at 8:00 PM. In attendance, besides Ed, Warren, Lazear, Allan and I were Richard Petzoldt, Chuck Schnarz, Lou Swanson, Dick Willis and Frank Thompson. I reported on my meeting with the MBS and OSA people, and recommended that we go ahead and form our own group. The assembly agreed, and proceeded to the matter of a name. Several names were kicked around. It was recalled that the *Pacific Railroad Society* had originally been called *The Railroad Boosters*. Someone remarked that the organization had such good relations with the railroads, that some employees thought the club was an official railroad organization. It was agreed that we would use *Transit Boosters*. Allan felt it needed another word, and suggested *United* to signify the unification of transit enthusiasts; thus, it was agreed that the organization would be called *United Transit Boosters*. At that point, new members were signed up. Since I was making the list, I made myself No. 1; Ed was sitting next to me, so he got No. 2 followed by Warren as No. 3. The other seven people were given numbers as they signed-up: 4-Richard Petzoldt, 5-Chuck Schnarz, 6-Lazear Israel, 7-Lou Swanson, 8-Dick Willis, 9-Frank Thompson and 10-Al Styffe (Interestingly, six of the original members (Nos. 4 and 6-10) are known to have passed away by 2003; of the first five, the first three are known to be still kicking. But No. 5-Chuck Schnarz became inactive after 1964, and hasn't been heard from since). Once we had a membership, several administrative matters were disposed of: (1) annual dues were set at $2.00; (2) the chief executive would be called the *General Manager*, with authority to appoint all other officers and committees; and (3) a monthly newsletter of transit happenings was to be published; the name to be *The Booster*. It was also agreed that the first excursion would be held in Oceanside using one of OTS's Crown transit and White 1144D buses. The last piece of business was to extend *Charter Member* status to anyone who joined by the end of August 1963. The first ten members were designated Organizing Charter Members, but nine additional people signed-up in time to be considered Charter Members: 11-George Hays, 12-Ed VonNordeck, 13-Neil Bjornsen, 14-Jim Walker, 15-Jack Garcia, 16-Warren Buchanan, 17-Mike Campbell, 18-Ken Ruben and 19-George Geyer.

THE FIRST FIVE YEARS

My first appointments were Ed as Assistant General Manager and LAMTA News Editor; Warren was made California News Editor. As the first issue of *The Booster* was being prepared, Lazear suggested that we could reach more potential members if we sent complimentary copies to everyone on ERHA-SC's *Timepoints* mailing list, and since he was an officer in that organization, he made the arrangements. At that time, ERHA-SC and the Orange Empire Railway Museum had jointly acquired a Davidson offset press on which they planned to print their newsletters. The mimeograph machine that ERHA had been using was sold to UTB for $20.00, and the first 11 issues of *TB* were printed on that machine. In the first few issues, there were two major sections: *The LAMTA Month* by Ed Buckley and *California Capitulations* by Warren Quon. Feature articles and out of the area news were included as they became available. The first feature was on Long Beach Motor Bus Co., one of the last two National City Lines (NCL) properties left in the area, which was sold to public operation in September of 1963. An early contributor of out of area of *National News* was the late Henry Leinbach, who elaborated on the El Paso-Juarez scene based on a short piece in the first issue. Starting in October, National News, sent in by correspondents or gleaned from magazines or *Passenger Transport* regularly appeared on pages one and two, followed by California Capitulations and the LAMTA Month (although feature articles sometimes came first). The masthead for the first five issues was hand drawn on mimeograph stencils. But late in 1963, Richard C. Berk (member No. 27) prepared a pen-and-ink drawing of a Pacific Electric 2900-class GMC bus (model TDH-4801), and this drawing has been used as the TB and WT logo ever since. Dick's initials appear to the right of the right front wheel. The new masthead was pre-printed using the ERHA/OET offset press, and run as page one through the mimeograph machine. The new masthead was not ready for the January 1964 issue, and a hand drawn replica appeared in its place. The first issue on which the pre-printed masthead appeared was the February 1964 number. It was determined that a Volume of issues



THE BOOSTER

Monthly Publication of The United Transit Boosters

"Dedicated to Better Transit"

Vol. 2, No. 2 February, 1964 Ten Pages

HOUSTON RAPID TRANSIT LINES, INC. has placed an order for forty (40) air-conditioned GMC TDH-5301's. This will bring to 135 the number of air-conditioned fishbowl coaches purchased by RTL, since its purchase of HOUSTON TRANSIT COMPANY in June, 1960. It is remembered that RTL sold its forty-two (42) front buses (GMC TDH-5105's, numbered 1001-1042) to D. C. TRANSIT SYSTEM, shortly after the start of its first order of 100 new TDH-5301 in Nov 1963. With the arrival of the 'bowls now on order, RTL will have a fleet of 1005 new-look coaches. GMC TDH-4507's, 4520's, White 706's and 708's, ICF-Brill T-45's and Twin Coach 38-8's and Wild's that are still around, all retain GMC's orange and white colors. All "orange" buses will be retired in July, giving RTL riders 100% air-conditioned "New Look" transit service.

MIAMI For February delivery, the DADE COUNTY METRO-POLITAN TRANSIT AUTHORITY has ordered 20 new air-conditioned GMC TDH-5106 transit coaches. DCMTA is also experimenting with a rebuilt 1957 GMC TDH-5106. The unit, No. 531, was completely refurbished, inside and out, and had an air-conditioning unit installed. The result was placed in regular service during [illegible] 5119's seats were [illegible] while

COBB COUNTY has been granted a $45 Million loan, and will begin buying 30 independent Pittsburgh area transit companies shortly. Purchase agreements are reported to have been made with the independent bus companies, however, no agreement could be reached with MIDDLE-BOROUGH RAILWAYS CO., the main Pittsburgh area operator. PGC will be obtained through condemnation proceedings, wherein PAMAC will obtain PGC's assets in about a month, with the price being settled later (similar to New York City's takeover of FIFTH AVE. COACH LINES in 1962). The price to be paid for PGC still hasn't been decided. PAMAC already is advertising for bids for 50 to 100 buses of 30 to 33 passenger seating capacity and 25 to 30 buses containing 40 to 45 seats. It has been learned that bids are being requested for both narrow (96") and wide (102") width buses. If wide buses are purchased, they will be Pittsburgh's first.

PORTLAND ORE. ROSE CITY COACH COMPANY, in line with its new franchise agreement, has ordered its 15 new buses for 1964. The new buses will be GMC TDH-4519's, similar to 20 purchased in 1963. RCCC also has five TDH-5107's that bought in 1960. Seats in the 4507's are charcoal and

Cover of the February 1964 issue of The Booster. This logo contiues to be used today.

would consist of 12 numbers (or issues), and that a new volume would be started in January of each year, and thus the issue number would match the common calendar month number. However, the first issue of *The Booster* was in August of 1963, and thus there were only five numbers in that year and thus in Volume 1. This is why the Volume numbers do not strictly coincide with the number of years this publication as been issued. For example, Volume 41 started in January of 2003, even though it was still in its 40th year until the July number was issued.

The first of the projected *Annual Surveys* appeared in the January 1964 issue as the "First" Annual LAMTA Survey. As it turned out, it was the *only* LAMTA Survey, as that agency became the Southern California Rapid Transit District later that year. But starting in 1964, annual surveys were done for SCRTD each year through 1992, and it in turn was succeeded by the Annual LACMTA Surveys since 1993. Surveys on the Orange County Transit District started in 1979 and continued until 1992, when it was succeeded by the Orange County Transportation Authority; OCTA Surveys were produced annually since 1993. The MTA-RTD Surveys were produced by Lazear Israel until his death, when Ed took over the job.

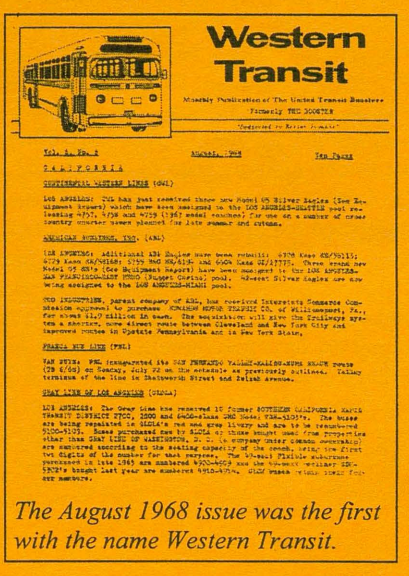
In the fall of 1965, I took a hiatus from my responsibilities as Editor and General Manager to concentrate on my final year of college. During this period, David Landes assumed both positions, starting with August.

In June of 1964, we were invited to use the OET/ERHA Davidson offset press at no cost. The press was located in the garage of OET President Ray Ballash, and he allowed TB staff to operate the press, using UTB's own supplies. To produce TB from this time on, paper mats and a special typewriter ribbon and ballpoint pen were used. This enabled the inclusion of graphics and maps, and these appeared for the first time in the June 1964 issue (all were drawn by the editor). In September 1964, Ed Buckley's name disappeared from the staff of TB, as David Landes took over the job as SCRTD News Editor that month. Ed was to be inducted into the military service, but was spared by a medical condition, and he resumed his previous civilian life, but his name does not reappear on the Editorial Staff list until December of 1964, when he was named Assistant Editor. Bus equipment rosters appeared regularly starting as early as the 2nd issue of Volume 1, (September, 1963); however serial numbers (now considered an essential part of vehicle identification) were not included until July of 1964 in an article on San Bernardino. The importance of serial numbers was brought to our attention by the late Kenneth Kau of New Jersey.

The *Department* concept (i.e.., National, California and SCRTD) continued in 1965 and 1966, with additional regions added, including *The Muni Month* by Cameron Beach, *Midwest Memo* by the late Richard Kunz and *Lone Star Listings* by Henry Leinbach. Equipment reports, which had previously been mentioned in an article on each property, were first listed separately in the August 1965 issue as the leadoff article in Warren's *California Capitulations.*

In the fall of 1965, I took a hiatus from the editorship and management of UTB to concentrate on my final year of college career (which by that time was in its tenth year). My duties were assumed by David Landes and Ed. The publication format continued without change during my absence. After graduation, I resumed my duties with the May 1966 issue (which was then behind schedule). After my return, David became Secretary and Ed remained Assistant Editor. In July 1966 in an arrangement with the Motor Bus Society, an exchange of publications occurred: a copy of *TB* was sent to each MBS member, and a copy of *Motor Coach Age* was sent to each UTB member.

A major change in the format occurred in January of 1967. By that time, sufficient new news sources had been cultivated to be able to concentrate coverage of the 15 western states. The subtitle that appeared in the masthead starting with that issue, "*Your Western Transit Digest*" was a harbinger of further changes to come. It was my intention to change the name of the publication to *Western Transit* at a future date. The rationale for the change was that the National News was mostly gleaned from *Passenger Transport*, weekly newspaper of the American Transit Association and secondly that other similar organizations covered local news in the central and eastern states. The new format was to group articles by state, arranging the articles in geographical order (more or less). The former department staff listing was eliminated, and contributors were listed as reporters. Warren was always our biggest and most reliable contributor, and he was designated *star* reporter. The *Equipment Report* was taken out of the California section and dedicated to its own section, and then included other states. In the first issue of the new format, the *ER* appeared on Page 13, but in the February issue, it appeared in its new permanent home on the back page. Richard Kunz last article in a series of trolley coach history (*T. C.*) appeared in the January issue. At this time, Richard started his own newsletter, *Transport Central* (also known as *T. C.*) The new format has continued virtually unchanged for the past 35 years, and through three other editors.



Western Transit

Monthly Publication of The United Transit Boosters

Formerly THE BOOSTER

"Dedicated to Better Transit"

Vol. 6, No. 8 August, 1968 Ten Pages

P A C I F I C

NORTHERN PACIFIC LINES (NPL)

LOS ANGELES: TCL has just received three new Model 95 Silver Eagles (See Equipment Report) which have been assigned to the LOS ANGELES-SEATTLE pool replacing 9757, 9758 and 9759 (1963 model coaches). For the 66 a number of cross country summer buses planned for late summer and autumn.

AMERICAN AUTOTRANS, LTD. (AAL)

LOS ANGELES: Additional 42ft Eagles have been rebuilt; 6708 Less 6X/90115; 6709 Less 6X/90160; 5795 MAC 8X/6130 and 6504 Less 6X/27775. Three brand new Model 95 6X's (See Equipment Report) have been assigned to the LOS ANGELES-SAN FRANCISCO-LAST FRUIT (Export Capital pool). 40-foot Silver Eagles are now being assigned to the LOS ANGELES-MIAMI pool.

GCO INDUSTRIES, parent company of AAL, has received Interstate Commerce Commission approval to purchase KINGSTON MOTOR TRANSIT CO. of Williamsport, Pa.; for about $1.0 million in cash. The acquisition will give the Erielways system a shortcut, more direct route between Cleveland and New York City and improved routes in Upstate Pennsylvania and in New York State.

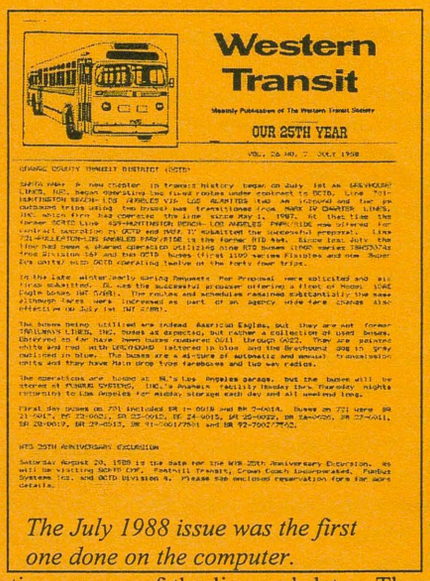
PEARCE BUS LINES (PBL)

SAN PEDRO: PBL inaugurated its SAN FERNANDO VALLEY-KAISER-HOPE KRAUK route (US 6/66) on Monday, July 22 on the schedule as previously outlined. Valley terminus of the line is Chatsworth Street and Zelzah Avenue.

GRAY LINE OF LOS ANGELES (GLOLA)

LOS ANGELES: The Gray Line has received 20 former SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT TTOC, 1000 and 6400-series GMC Buses, 9TH-41019's. The buses are being repainted in GLOLA's red and gray livery and are to be renumbered 9100-9119. Buses purchased new by SCRTD or those bought used from properties other than GLAC LINES OF WASHINGTON, D. C., in company order (except overhaul) are numbered according to the seating capacity of the coach, being the first two digits of the number for that purpose. The 44-seat Flxible suburbans purchased in late 1965 are numbered 9300-9309 and the 41-seat version 9310-9319's bought last year are numbered 9320-9374. Other buses retain their former numbers.

The August 1968 issue was the first with the name Western Transit.



Western Transit

Monthly Publication of The Western Transit Society

OUR 25TH YEAR

The July 1988 issue was the first one done on the computer.

A-one-and-only Super *SCRTD* Survey appeared as the 1967 version. Not only did it have the usual roster, service table and equipment assignment, but it also had diagrams of each of the operating divisions, destination sign listings, seating diagrams, a tabulation of paint colors by fleet number class, line listing showing type of vehicle, type of service, general location, source of the line and date. There were also sectional maps and a photo of each type or model of bus. This issue was distributed in cooperation with the MBS, who printed the photo pages and cover. UTB published all of the data, and the document went to all UTB and MBS members. This document was dated January 1, 1967, and was the first survey to be issued as a separate piece (previous versions had been included in regular pages of *TB).*

Listings of actions of the California Public Utilities Commission first appeared on a regular basis in the August 1967 issue. In the beginning, it appeared at the end of California news. Beginning with the September issue, the OET/ERHA offset press was relocated to the home of member Bob Holstrom, at which time we started listing him as the publisher. In line with the sale of Pasadena City Lines (the last former NCL property in the area), a special historical supplement was issued on PCL in December. This was the only issue ever done on all metal etched offset printing plates. It included photos, maps, service tables and a bus-by-bus roster.

CHANGES IN THE WIND

The year 1968 began with the disappearance of David Landes from UTB activities. David had been a student at UCLA, and after his graduation in 1967, he joined the Peace Corps and was sent to Addis Ababa, Ethiopia. He was replaced as Secretary by Ed. At about the same time, Mac Sebree became active in the organization, and replaced David as Secretary in June. In the summer of 1968, my efforts to gain a position in the transit industry bore fruit, as I was offered a position with De Leuw, Cather & Co. in San Francisco. De Leuw had a reputation for doing transit studies, and I was to be utilized in that area. It was my intention to remain as editor, and to move production to the Bay Area. But before I could even make the move, I suffered a heart attack, and had to delay my departure for three months. During my convalescence, Mac took over as editor, effective with the June 1968 issue. After the move finally happened, it was decided to retain production of TB in Southern California, but I was named Northern California news editor, and I continued to funnel news from the north to Mac until I moved back to Los Angeles in 1973.

Before I departed from the south, I proposed to the membership that the name of the publication be changed to *Western Transit*, and the name of the organization be changed to Western Transit Society. Our original use of the word *Boosters* was based on the outmoded use meaning, "to support from below." My satisfaction with this word was eroded when a colleague at the Post Office advised the term more commonly referred to a thief (i.e., one who *lifts* or *boosts* an item). The membership agreed a name change was appropriate and in line with our concentration of activities in the western states.

The last issue as *The Booster* was the July 1968, after six full years of publication. The August 1968 was the first issue of *Western Transit*. The name of the organization, however, was not changed until January of 1970.

BRIEF UPDATE 1970-2003

Mac Sebree continued as Editor of TB/WT until August 1971 with Edmund Buckley as Associate Editor.

Between September 1971 and July 1972, editorship was transferred to John McKane and WT was produced in the Bay Area.

Beginning in August 1972, Edmund Buckley was named Editor and the publication returned to Southern California. Craig Barnes joined WT in July 1988 as Associate Editor and has been responsible for the transition to a computer-produced publication.

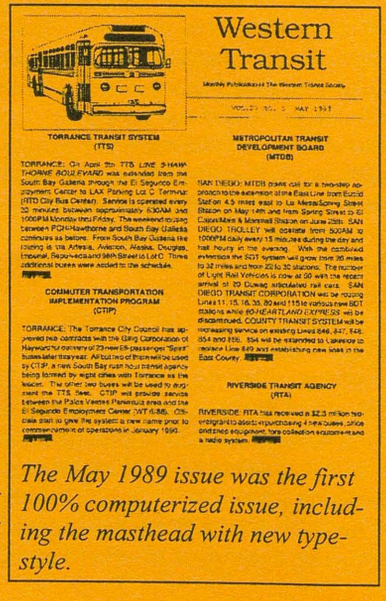
Over the last 15 years, we have modernized the look of WT in several ways – July 1988 was the first issue prepared totally by computer, while the two-column format appeared in February 1989. In April 1991, the cover page index "In This Issue" appeared.

Photos and graphics continue to be utilized. PDF subscriptions are now available. Our website went online in March 1997. In March 2000, we got our own domain name, www.western-transit.com, and, in February 2001, we added the Bus Store from which back issues, models and manuals may be ordered.

Western Transit's first 40 years have been successful and we can only look forward to the next 40.

Written by Gerald L. Squier and Edmund Buckley. Edited by Edmund Buckley and Craig Barnes.

Supplement to the August 2003 issue of Western Transit. ©2003



Western Transit

Monthly Publication of The Western Transit Society

TORRANCE TRANSIT SYSTEM (TTS)

METROPOLITAN TRANSIT DEVELOPMENT BOARD (MTDB)

COMMUTER TRANSPORTATION IMPLEMENTATION PROGRAM (CTIP)

RIVERSIDE TRANSIT AGENCY (RTA)

The May 1989 issue was the first 100% computerized issue, including the masthead with new typestyle.

(Continued from page 4)
northbound trip *(WT 4/03)*. Ridership has been light.

Without notifying sponsor San Diego Unified Port District, the ferry operator, SCX, Inc. of Solana Beach, changed the Oceanside departure to 1000AM, dropped Monday and Tuesday hours and added weekends. The afternoon departure from San Diego was then 530PM Wednesday thru Saturday and 400PM on Sunday.

The $5 million state grant was designed to relieve peak hour traffic congestion and Port officials have said that SCX needed to cover the weekend trips costs, but the company was to meet with the California Department of Transportation to determine if the grant could cover the weekend costs.

CALIFORNIA SHUTTLE BUS, INC. (CSB)

INDUSTRY: **CSB** was founded this past January by Kazuhiro Nakagawa, who has worked in the tourism industry over 20 years, to offer travelers comfortable, convenient and safe bus service between Los Angeles and San Francisco with convenient pick up and drop off locations at major hotels.

Bay Area stops include San Francisco Hilton, Hilton Santa Clara and BART/Dublin-Pleasanton. Los Angeles area stops include Raddison Fullerton, Sheraton Cerritos, Holiday Inns in Long Beach and Torrance, Wilshire Grand Hotel, Shilo Inn, Hilton Glendale and Sportsmen's Lodge.

Buses rolled the first time on April 4th. One daily round trip is offered, departing both cities between 200 and 400PM arriving the other end between 900 and 1000PM traveling Interstate 5.

Reservations can be made on line and are taken up to 48 hours in advance. One way tickets cost $40 or for $60 each way, riders can reserve the seat next to them.

PENINSULA CORRIDOR JOINT POWERS BOARD dba CALTRAIN (PCJPB)

SAN CARLOS: **CALTRAIN** christened the first of six new $2.2 million Motive Power engines, nicknamed the Baby Bullet engine, in ceremonies on April 4th.

These engines and 17 new Bombardier high level Baby Bullet passenger cars were purchased to accommodate the new, high speed service, to begin in the next year.

CALTRAIN is getting ready to usher in a full Proof Of Payment fare system on September 22nd including a restructuring of fares to make the system easier to understand and pricing more equitable.

The number of fare zones will be reduced from 9 zones of varying lengths to 6 equal zones. A Day Pass will replace both round trip tickets and Weekend passes. The Youth discount will now be offered to those under 17 and a new ten-ride ticket for senior/disabled/youth will be added. The price of the Peninsula Pass will now equal the **MUNI** Fast Pass, which will no longer be valid on trains.

Conductors will no longer sell tickets on board the train, but they will check tickets for validity.

ALAMEDA-CONTRA COST TRANSIT DISTRICT (ACT)



OAKLAND: The "RAPID BUS" came to San Pablo Avenue June 29th as former 72L-OAKLAND-SAN PABLO-HILLTOP MALL LIMITED was replaced by the NEW 72R-SAN PABLO RAPID, operating on weekdays between 600AM and 700PM on a 12 minute headway.

New Van Hool buses, both 40 foot Model A330 and the 60 feet Model, both with three doors, will be assigned.

In addition, the 72R will feature the Rapid Bus logo on all buses and on all shelters and far side stops with traffic signal priority to reduce intersection delays.

June 29th brought a host of other changes including reroutings and discontinuations. Lines 6 and 8 were changed and 325-ALAMEDA FERRY was dropped.

Most of Line 9 was combined with the Dwight Way portion of 65, Ashby Ave portion of 6 with new terminals at Claremont & Ashby and Berkeley Marina. 59/59A-MONTCLAIR was rerouted to operate between Montclair and BART/Rockridge and continue to BART/Lake Merritt via "Pill Hill" (replaces part of Line 64). Line 354 service between BART/Fruitvale and Super K Mart was discontinued and all trips renumbered as 54.

NEW 19-SACRAMENTO STREET-ALAMEDA operates from BART/North Berkeley via Sacramento, University, 6th, Hollis, Peralta, 7th, Union, 10th, 11th/12th, then via the Posey/Webster Tube and Buena Vista terminating at BART/Fruitvale (replaces portions of Lines 6, 12, 42 and 62).

NEW 21-BERKELEY LOCAL replaces the segment of Line 67 between BART/North Berkeley and Terrace Drive & Moeser Lane.

(Continued on page 6)

(Continued from page 5)

ALTAMONT COMMUTER EXPRESS (ACE)

STOCKTON: Control of **ACE** will be turned over to San Joaquin County under a pact approved by JPA Board, which includes Alameda and Santa Clara Counties.

Since 1998, **ACE,** operating three weekday commuter train round trips between Stockton and San Jose via Livermore, has been governed by the JPA.

The new agreement gives the SAN JOAQUIN COUNTY REGIONAL RAIL COMMISSION ownership of **ACE** assets. In return, the other two counties will not have to contribute $48 million in capital investments to catch up with San Joaquin's investments.

Alameda County will get two voting members on the SJRRC Board and each year, the Alameda County Congestion Management Agency will review operating plans before dispersing $1.8 million from Measure B sales tax funds for **ACE** operations.

CITIFARE (CF)

RENO, NV: **CF** introduced the SIERRA SPIRIT, a new circulator shuttle service operating within the historic downtown corridor of Reno. SS operates daily every 10 minutes – 50 cents for adults, 25 cents for others.

The system uses **CF's** 30-foot GMC RTS buses (301-304) which have been decorated in bright yellow with a colorful pinwheel design.

PHOENIX TRANSIT SYSTEM/VALLEY METRO (PTS/VM)

PHOENIX, AZ: RAPID BUS came to Phoenix on July 14th with two NEW lines (SR-51 RAPID and I-10 EAST RAPID) replacing three former peak hour express lines.

SR-51 operates in the SR-51 corridor from the new Bell/ SR-51 Park and Ride, the Shea/SR-51 (Dreamy Draw) Park and Ride and Paradise Valley Mall Transit Center to downtown Phoenix and the State Capitol area.

I-10 RAPID operates between the 40th Street/Pecos Park and Ride in the Ahwatukee/Desert Foothills area, downtown Phoenix and the State Capitol area.

Although only two of them were available on opening day, the RAPID lines will be operated with a fleet of 45-foot NABI Compo buses in the 7100 series.

EXPRESS Lines 500 and 501 were replaced by SR-51 and 32-32ND CONNECTOR. EXPRESS Line 592 was replaced by SR-51 and 7-7TH STREET LIMITED.

7 LIMITED operates on weekdays during peak hours the length of 7th making only limited stops. 32-32ND CONNECTOR also runs weekday peak hours on 32nd between Union Hills and Shea/SR-51 Park & Ride.

RAPID Phase 2 begins this fall – WEST PHOENIX I-10 replacing 561 EXPRESS, NORTHWEST PHOENIX I-17 replacing 580 and 591 and SOUTH MOUNTAIN VILLAGE CENTRAL-SOUTH which is new.

RAPID program features will include — weekday peak hour buses 500-900AM and 300-700PM; more trips than before; buses designed for freeway travel; designated RAPID bus stops which feature Stations distinct from local stops and electronic signage at stops.

The City of Avondale funded the 41-INDIAN SCHOOL between Desert Sky Mall and Estrella Mountain Community College on Indian School. Weekday hours 600AM-1030PM and Saturday 630AM to 700PM.

In Scottsdale, several lines received reduced frequencies – 66-MILL-68TH STREET, 84-GRANITE REEF and 114-VIA LINDA were all reduced from 30 to 60 minutes. 81-HAYDEN-MC CLINTOCK rush hour was reduced from 15 to 30 minutely. Weekday, Saturday evening and all day Sunday headway on 72-SCOTTSDALE ROAD-RURAL is now hourly.

WTS 40TH ANNIVERSARY EXCURSION

WTS celebrated its 40th anniversary on August 16 with visits to **FOOTHILL TRANSIT's** Pomona and Irwindale Divisions, San Bernardino and Montclair Divisions of **OMNITRANS** and the ATC/VANCOM yard of **VICTOR VALLEY TRANSIT AUTHORITY.**

WT chartered our bus from **GO WEST ADVENTURES, INC,** a South Bay area charter operator, as they offered an MCI F3500 series intercity coach, a relatively rare model. The day before the trip, the bus' air conditioning system failed and the bus would not be available until Saturday afternoon. **GWA** sub contracted the move to **CRS TRANSPORTATION** who assigned a suburban style CTS Champion. This caused a number of potential travelers to decline to make the trip reducing revenue to pay for the charter to about half of what was needed. But, since arrangements had already been made at our five destinations, we decided to take the journey.

In spite of the rocky start, the trip was considered a success by those who participated. At each stop, representatives of the transit agency and/or the contract operator made the group welcome, gave tours of the facility and answered our many questions.

The highlight of the trip was **OMNITRANS'** "Old Blue", a GMC TDH-4801 (**LAMTA** 661/5191), now restored as a

(Continued on page 7)

(Continued from page 6)
historical bus. *(Ed. Note – several of the participants recalled earlier days when they rode 4801s around the greater Los Angeles area).*

WTS wishes to thank **OMNITRANS'** Bob Bach and Chris Hylton, FIRST TRANSIT's Kay Ferguson and Ted Harris and **VVTA** General Manager Kevin Kane for their hospitality in showing the group around, moving buses for the photographers and generally making each visit a pleasant one.

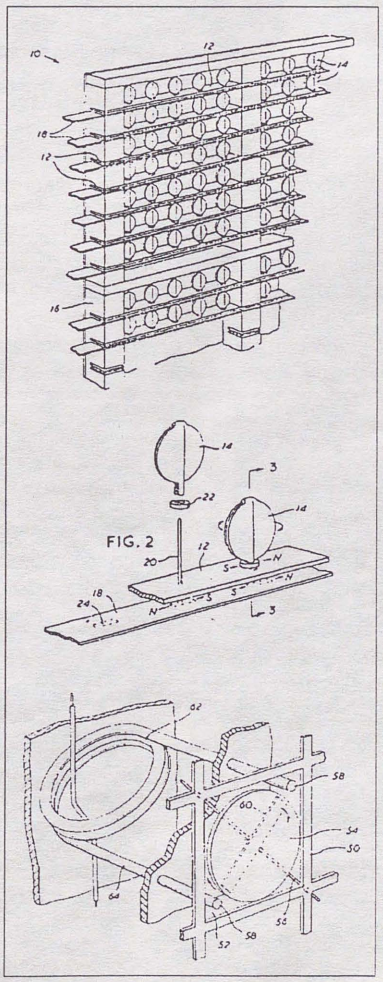
Returning to Los Angeles, a drawing was held to award four different prizes – Ken Ruben won a Van Hool model bus bank and Bill Vallow won an **LACMTA** MCI MC-9 model bus bank. Patrick Hardie won a Photo History of **OCTD/OCTA** CD while Frank Roldan won a free one-year *WESTERN TRANSIT* subscription.

SIGNS OF THE TIMES
"The Flip-Dot Is Born"

In 1959, Trans-Canada Airlines (TCA) challenged the Electronics Division of Ferranti-Packard to come up with a practical way to display arrival and departure information at airports. Kenyon Taylor's Research Department took up the challenge with its usual unbounded enthusiasm. Everyone ran around working on inventions of their own. In the end, Taylor solved the problem.

Taylor came up with the idea of displaying any character — letter or number — in a line of information by means of a fixed array of dots. Each dot was made of a thin metal disc which was black on one side and white on the other. Initially, the discs were attached to nylon threads at the top and bottom. The thread acted as an axis around which the disc could rotate. A permanent magnet was affixed to the back of each disc and an electromagnet then rotated any disc from its white side, or "on state," to its black side, or "off state." Each disc thus became a mechanical pixel in a computer-driven display. Taylor patented the flip-disc technology in 1961.

In 1961 Ferranti-Packard was able to sell the display technology to the Montreal Stock Exchange. The division had sold the system to Montreal on the basis of an improved module developed by Dave Winrow, an engineer in Taylor's group. The module used small metal pins instead of nylon thread. Winrow's contributions produced several patents for Ferranti-Packard.



The company sold display systems to commodity and stock exchanges all over the world: Winnipeg, Toronto, New York, Minneapolis, Kansas City, New Orleans, Buenos Aires, London, Turin, Tokyo, and Seoul. By 1970, it had won 50% of the world market for display systems in commodity and stock exchanges, as well as half of the world's market for highway traffic signs using display systems.

In 1973 after a long, frustrating day of seeking business around Dallas, Texas, Don Smart, a Sales Manager for F-P, and his sales agent for the area, Bill Pearson, were deciding whether to go for dinner. Out of the blue, Pearson suggested calling on a friend who worked for Luminator, which made electrical fixtures for buses, and with whom he had already had some dealings in connection with other electrical products. Pearson had heard a rumor that Luminator was developing a variable-destination display sign for the front of buses. He phoned and arranged for an immediate meeting. When he and Smart arrived, Smart produced a small sample display system which he carried around for demonstration purposes; Luminator's representative was impressed. He took Smart and Pearson into a laboratory and showed them a display system already developed by Luminator. The electronics worked well, but the liquid crystal units were totally inadequate for his company's needs. The manufacturing engineer and a Luminator vice-president were called in, and for several hours, the fivesome explored the possibility of interfacing the F-P display modules with the electronics that Luminator had developed.

On the day that he returned to his office, Smart received a telephone call from George Lively, president of Luminator, asking to meet Smart in Chicago. After a late-night meeting in their hotel in Chicago, a deal was hammered out. In 1974, after several months of development work, Ferranti-Packard display modules were installed on several buses, on a trial basis. By 1977, the bus display business was so well established and growing so quickly, that its sales soon surpassed those for gasoline pump displays.

In 1990, the display business that had been such an important part of F-P Electronics was sold to Luminator through Dayco Products Canada, Inc. Luminator was a major customer for display components used for their variable-message bus signs, it wanted to secure the supply of components.

EQUIPMENT REPORT

(All properties are located in California unless otherwise noted)

PROPERTY	FLEET #'S	BUILDER	MODEL/VIN #'S	DATE	NOTES
-NEW-					
Victor Valley Transit Auth	127-134	Ford/El Dorado	Econline/Aerotech/3HB78278-285	2003	
Orange County TA	6101-6168	Ford/El Dorado	Econoline/Aerotech/mixed	2003	
AC Transit	6070-6079	MCI	D4500/3P055670-679	2003	
SF Municipal Railway	6401-6424	Neoplan	AN460/2LO13086-109	2002	
	8301-8371	Neoplan	AN440/2LO13137-207	2002	
	5401-5640	ETI	14TRSF/X1190400-639 (mixed)	1999	
	7101	ETI	15TRSF/Y1190650	2000	1
	7102-7133	ETI	15TRSF/21190651-682 (mixed)	2002	1
-USED-					
Greyhound Lines, Inc.	52650	MCI	102DL3/XP052650	1999	2
Tres Estrellas De Oro	101	TMC	MC-8/T78-918/1934	05/77	3
Fun Seekers	809	MCI	MC-9/U34898 S14815	1981	4
-DISPOSITIONS-					
Santa Monica MBL	5155, 5162	GMD	T8H-5307A/G3500154, 161	1986	5
	5164, 5167	GMD	T8H-5307A/G3500163, 166	1986	5
	5171, 5176	GMD	T8H-5307A/G3500170, 175	1986	5
LADOT (Coach USA)	20007-20008	Ford/El Dorado	Econoline/Aerotech/1HA06465, 482	2000	6
-DEMONSTRATORS-					
El Dorado/National Fuel Cell Bus	4285	ElDo/Natl	EZRider/1C084285	06/01	

-NOTES-

1. Sixty foot articulated trolley coach.
2. Ex Golden State Transportation Company, same number.
3. Ex Airport Bus 711.
4. Ex Orange Blossom Lines 809.
5. Sold through Ken Porter Auctions.
6. To Coach USA 11 and 12.

TRES ESTRELLAS DE ORO is now affiliated with *ASTRO BUS LINES*. *ABL* has obtained at least three all white, late model MC-8s (101-103) that may have replaced an equal number of leased MCI 102DL3s.

SANTA MONICA MUNICIPAL BUS LINES recently sold six GMD T8H-5307s through Ken Porter Auctions, two to Dreamliner Bus Leasing, one to Frank Gonzales and the other three to SHUTTLE BUS LEASING, INC.

The El Dorado National EZ Rider "Fuel Cell Bus" was operated in revenue service by *SUNLINE TRANSIT AGENCY* for six months, followed by a short test at *CHULA VISTA TRANSIT* and, most recently, the bus has been tested at *LACMTA.*



Lux Bus 203 at the Ramada Inn in Anaheim the day before service began. It is a 2003 MCI J4500.
Edmund Buckley photo



Azteca De Oro 787, a Van Hool T945, loading passengers at the Santa Ana stop on Main Street.
Mario Martinez photo