

**Fall 2011**

**Transit Museum Society**

**Harry & 4612 show at New Westminster!**



# *TRAMLines*



***Vancouver Trolleybuses: Last of the survivors***

***What might have been – Part 2***

**See inside for news of  
October fan-trips!**

# Transit Museum Society

Our 2011 Executive and Appointees:

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

**Brian Drake** Vice-President

**Dave Asselin** Past President

**Angus McIntyre** Treasurer

**Bryan Larrabee** Secretary

**Tim Chaput** Director

**Mike Muncaster** Director

**Harry Vagg** Director

**Evan Russell** Director

**Selena Garcia** Roseberry Shop Manager

**Dave Asselin** ( Chair ) , **Tim Chaput** , **Selena Garcia** ,  
**Monica Smith** , **Harry Vagg** Events Committee

**Dave Asselin** Co-ordinator of Charters and  
Coach Rentals

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

**Michael Taylor-Noonan** Newsletter Editor, Librarian

**John Calimente** ( Chair ) , **Jeff Venoit** , **Brian  
Drake** , **Selena Garcia** Membership Committee

## COVER STORY

**WHICH (BUS):** 2405 and 2415

**WHAT (IS NOTEWORTHY)?** The last remaining  
Brill trolley coaches depart from Vancouver.

**WHERE?** Aldergrove, B.C.

**WHEN?:** August 2011

**WHO (PHOTOGRAPHED IT)?** Bryan Larrabee



## Last of the survivors

*In his article , Bryan tells of three surviving Brills  
stored in Aldergrove B.C. Circumstances forced  
a decision on their fate.*

# Dear Friends...

## Message from the President



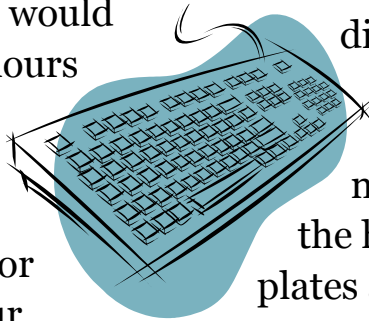
I do consider our members as my friends.

Being the President has been at first enjoyable, then enlightening, then a lot of work. And as I suspected would happen, there are not enough hours in the day once the DHR started running. I can't be in two places (DHR & Roseberry) at the same time. That is why for many years I declined to be your President. Now that I am old and retired from CMBC and NFI, I thought, why not. I'll tell you why not: Cruise ships. I still drive my own tour bus every weekend and a few days in be-

tween. I see why people say they are busier after they retire.

Tram's historic buses have participated in a record number of community events this summer. Selena has done a good job organizing and documenting the events. However, it has been a strain for our volunteers being called upon every weekend.

We need more volunteers to staff our displays and specially need to recruit more drivers with an air brake license. Drivers don't need to have a class 2 license for the historic buses that have vintage plates and won't be carrying passengers.



The DHR was back on track Canada Day, with standing load ridership. Considering there hasn't been any advertising except the day I was interviewed on-air on NEWS

## Message from the President



1130, there have been reasonable loads most days, though not as busy as was expected.

Connection to Canada Line has helped but many people think the DHR is free like the Olympic Line. That has discouraged riders when they find out there is a fare. Offering one-way fares has gained riders who would have otherwise walked away.

Maintaining the historic buses continues to be a challenge. We need more volunteers at Roseberry shop on Sunday afternoons and Tuesday (or sometimes Wednesday) evenings. The work doesn't get done by itself.

As in past years, we have over 100 membership renewals. While the

money is nice to have; we would prefer those members actually get their hands dirty servicing and/or driving our equipment.

"The Green Hornet" was finally officially laid to rest. The bus was scrapped last year, but because the license plates were not surrendered, #7701 was still on Translink's fleet roster and was still being insured until May.

We never did get any of Daryl's buses and trucks from Savona, BC. They were just too far gone, except for his BRILL IC41. Hal hauled the IC41 to OTC and off-loaded using the New Flyer ramp, which is still there and unofficially donated to TRAMS. Daryl had his bus towed away. So we did help in its preservation, sort of, maybe, or maybe just extended its ultimate fate.

## **Message from the President**

Speaking of IC41's, it would be great to start restoring ours, former PSL #6228. Bryan said he would get the project going as soon as he retired. He retired Dec. 2010. Hey, Bryan!!!! Wink.

Thank you to CMBC Fire Prevention Dept. for replacing all the fire extinguishers in all the historic buses and in Roseberry shop.

CMBC has advised that as long as a driver has a class 2 license with air and is a TRAMS member, and gets a check ride from a qualified TRAMS member, there is no problem driving the commercially licensed historic buses. Therefore any retired CMBC employee or non-CMBC employee who wishes to

volunteer to drive the historic buses, must meet the requirements, plus submit a photocopy of their driver's license and a current ICBC abstract to Selena for our records.

Former Edmonton BBC trolley #132 has been officially re-registered to TRAMS. We own it now. The proposed special fan trip for financial contributors has been delayed. We have learned from Sandcroft Trolley Museum in England, that the BBC electronics don't tolerate well over-voltage in the 600 volt lines. We need to investigate further before operating the coach.

Our editor has a reason for including the article about PSL MC8 coaches in this edition. We are in negotiations with PCL to acquire a retired MC8. Attend the next meeting to learn the outcome.

**Dale Laird**

# TRAMS/DHR launches 'Allow us back' campaign

The society will begin a campaign promoting the re-opening of the DHR line between Cambie St and Science World.

The railway tracks were removed along 1st Ave (beside Olympic Village) for the installation of an underground water main, with the provision that the tracks



would be re-laid. 1st Avenue has even been designed and built with a streetcar median down the centre of the street.

Trams has produced a flyer to be handed out to passengers riding on the DHR. It encourages them to contact City Hall asking for the railway to be rebuilt. From the flyer: “the cost for rails, ties and installation is approximately \$650 per metre... so the first leg of the DHR extension could be completed for roughly \$1 million, rather than the \$100 Million figure the City has been quoting for a modern streetcar line.”

The society is also keeping in touch with The False Creek Residents Association. Its' help in the campaign would be invaluable.

# TRAMS Takes 3rd Place in the Hyack Festival Parade

Harry Vagg displays third place winners trophy



TRAMS members responsible for keeping the historic fleet in tip-top shape for such occasions. In fact, he was the one to put the final spit and polish onto the tires of the historic 1964 GMC Diesel shortly before it was used for the winning event

TRAMS wins 3rd place in the Hyack Festival 40th Anniversary international parade this past May in New Westminster.

Director and retired 35-year Operator, Harry Vagg is pleased to be one of the

or after a parade to reminisce about how they caught that bus to get to school or to work.

Since its inception 12 years ago, the Royal City Show & Shine has grown to be the signature event for the City of New Westminster. This year, despite difficult planning and communication obstacles caused by the Canada Post strike, the event successfully attracted over 300 car enthusiasts and over 10,000 spectators to Downtown New West, making the Royal City Show & Shine one of the largest car shows in B.C.

We sincerely hope to see you again at the 13th Annual Royal City Show & Shine, as we certainly look forward to creating bigger and better plans for 2012!

Please feel free to contact us at 604.524.4996 or [info@royalcitynewwest.ca](mailto:info@royalcitynewwest.ca)

Warmest regards,

Marise Kwasticky  
President  
Downtown New Westminster Business Improvement Society

# Last of the Survivors

*Bryan Larrabee*

Fortunately, TRAMS has saved and restored two Brill trolley coaches. We have #2040 which is a 1947 T-44 in the cream BC Electric colours and #2416, a later model 1954 T-48A in the white, green and blue BC Hydro livery.

After being retired in the late 1980's the remaining fleet sat idle at a storage lot in Surrey until a decade ago. Foreclosure created the unfortunate situation where most of the buses were scrapped. TRAMS was able to save a small number of these trolley coaches, literally intervening at the 11<sup>th</sup> hour to

put aside all 15 of the 1954 T-48A coaches and 2 or 3 older trolleys.

Some of these buses found homes in various transportation museums in North America and some went to a private collector in Sandon, British Columbia. Some



were stripped for parts to keep #2040 and #2416 on the road. In the end, TRAMS kept #2401, #2405 and #2415 which was in the best shape of the lot.

We found a generous member who let us store the 3 Brill trolleys on his property in Aldergrove.

The original thought when we stored the three coaches was that we may someday find the funds to restore one and if something catastrophic happened to one of the two working Brills in our collection, we potentially had at least one spare coach.

Years passed and the three trolley coaches were all but forgotten. Slowly deteriorating in the damp climate, they were covered in dirt and grime and had started to sink into the gravel lot. Vandals broke windows and defaced the

buses with graffiti. Finally on the complaint of a neighbour, the municipality gave notice that the buses were unsightly and had to be removed.



The decision wasn't very difficult. We could not afford to pay for storage elsewhere and the buses had reached a fairly advanced state of decay. The buses had to go, so we sent a team of our "trolley ex-

perts” out to do an assessment. It was determined that #2401 and #2405 were too far gone. #2415 remained intact although the propulsion system was too decayed to consider restoration.

So #2401 and #2405 were sadly

scrapped and #2415 was donated to the private collector in Sandon who was very happy to have it. The bus is currently in private storage but as soon as it's trucked to Sandon, it will be the last remaining Brill trolley coach outside of the TRAMS collection to depart from Vancouver.



*All photos by the author*

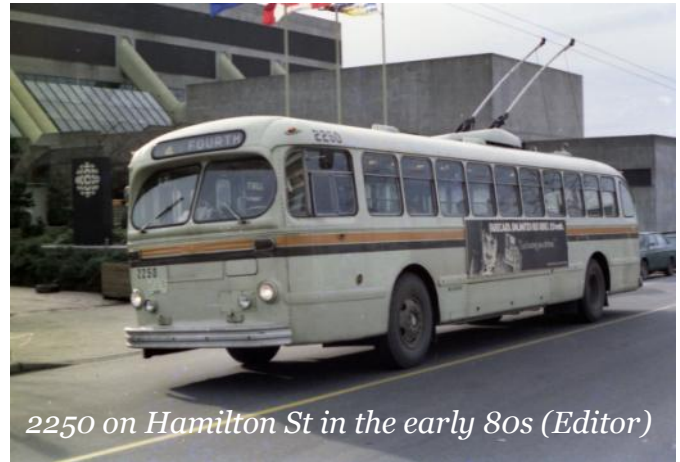
# What might-have-been

## Part Two

*By Michael Taylor-Noonan*

In the first instalment, we looked at the vehicles that were considered for the inauguration of Vancouver's trolleybus service. The bus chosen was built in Fort William, Ontario by the Canadian Car & Foundry. It used designs from ACF-Brill Motors Inc., a subsidiary of American Car & Foundry of Philadelphia. The two companies were not related, nonetheless, the buses were known as "Brills". The majority of them gave over thirty years' service in Vancouver - an excellent achievement. But it was a milestone that came close to not being. Only fortunate and unforeseen events made it possible.

In North America the *age of Aquarius* may have arrived, but it was an age that looked increasingly bleak for the trolleybus. As the seventies dawned, systems were abandoned in Ontario, and in cities such as Montreal, Calgary, Saskatoon, and Winnipeg. The diesel bus was just too economical and convenient. Then two things happened – first the election of a transit and environment friendly NDP government in 1972. Transit expansion was promised, and for a time at least, BC



*2250 on Hamilton St in the early 80s (Editor)*

Hydro would be the instrument to provide it. Then, a year later, the Oil Crisis hit. In October 1973, the members of Organization of Arab Petroleum Exporting Countries or the OAPEC (consisting of the Arab members of OPEC, plus Egypt, Syria and Tunisia) proclaimed an oil embargo in response to the close ties between the U.S. and the Israeli military. It lasted until March 1974, and those around in those days surely remember the nightly news images of U.S. motorists lining up for gas. Gasoline prices almost doubled within a year.

Not only was the trolleybus an environmental favourite, there was a solid business case as well for its retention. All of a sudden the future prospects for transit and electric transportation in B.C. were beginning to look brighter!

But that might have been the end of the story had it not been for a fortunate and far-sighted decision taken some six years earlier in 1966. Like BC Hydro, the Toronto Transit Commission realized that its trolleybuses would also need renewal in a few years time. It found its' options limited. The peak of new trolleybus system construction had occurred in the decade following World War 2. The decline in trolleybus orders made it hard for manufacturers to hang on in hopes of replacement vehicle orders in the seventies. Canadian Car & Foundry hadn't built a trolleybus since 1954, Marmon-Herrington stopped production in 1959, Pullman-Standard 1952 and Twin Coach 1951. The TTC decided to see if there was any interest from companies in refurbishing and remanufacturing its trolleybuses - any useful part such as the motor and con-

trols would be refurbished and reused in what would be otherwise a new vehicle.

Two companies were interested. Western Flyer in Winnipeg had just produced a prototype diesel transit coach –coded D700A and not its usual parlour over-the

-road fare – and thought it could be modified to run as a trolleybus. The other was a manufacturer of tracked vehicles for oil exploration: Robin Nodwell based in Calgary. Recently, the company had attempted to break into the transit market, offering BC Hydro a full size

bus, and selling seven 21-seater minibuses dubbed “Econobus” to Calgary.

Two Brill trolleybuses were scrapped and the electrical parts sent to the respective companies. Only Western Flyer completed a vehicle. But from a “what-might-have-been” standpoint the Robin Nodwell episode is interesting. Two sets of blueprints and artist renditions



*Imagine a set of trolley poles on this Robin-Nodwell bus!*

in the Tram's library show what this trolleybus could have looked like. These were presumably sent to BC Hydro to solicit orders. In the drawings, one can see the 'AEC' trademark on both vehicles: Associated Equipment Co. of London, England. The company, founded in 1909, produced the vast majority of London's buses, including the famous 'Routemaster'. By 1979, the company had disappeared into the state-owned British Leyland giant, its reputation sullied somewhat by one of its last vehicles: a non too successful rear-engine single-deck bus named 'Merlin'. And that same name is featured on one of the two Robin Nodwell buses. Perhaps it's being too unkind to suggest commuting Vancouverites had a lucky escape, if indeed Robin Nodwell intended building the Merlin under licence or importing it. The

relationship with AEC ended soon after.

Many websites claim Robin Nodwell to be a British company and that its' designated TTC Brill was shipped to the U.K. I cannot find any other evidence to substantiate this. Even if one accepts that AEC's trolleybus expertise would have been invaluable in the programme, shipping an entire bus would have been a waste.

But no matter where the remanufacturing would take place –and Burlington, Ontario is also mentioned – the programme was soon swamped by the internal politics of the company. Bruce Nodwell left the company he co-founded, and a legal battle over trade secrets and sales contacts ensued. A year later Robin-Nodwell was bankrupt, with the assets sold to sold to Canadair. Despite having produced the Flxible transit bus under licence during

1965/6, it appears Canadair did not pursue the trolleybus rebuilding programme. It's this link to Flxible that may be responsible for another "online-myth" – that Flxible somehow became involved in the Toronto programme.



*Toronto Transit Commission trolleybus 9232 westbound on Route 4-Annette in 1987. Toronto's Flyer trolleybuses were withdrawn in January 1992, with all service ending in July 1993. Steve Morgan*

Western Flyer, however, completed its bus, coded E700A, and sent it back to Toronto. There it ran for a year on test, then with a few minor changes, the remainder of the 152-vehicle fleet was remanufactured. Midway through the programme,

Flyer, too, got into financial difficulties. Rescued by the Manitoba government it became Flyer Industries, then after privatization, New Flyer, and still builds trolleybuses to this day.

The success of the vehicle, some say, encouraged the rebirth of the North American trolleybus. Hamilton began a similar programme.

But here we have our second might-have-been. Because BC Hydro did not initially

sign onto the Flyer E700A programme, by 1974 when it did, the appearance of the bus had changed. That year, Flyer adopted the styling changes of its U.S. licensee, AM General. This model, E800, was delivered to Edmonton and Vancouver. Vancouver's order was for fifty, but not ready to part with any of its current fleet, BC Hydro purchased trolleybuses from Kitchener and Calgary to be donor buses. The E800s themselves were not totally successful. There were rumblings that the motors had not been fully overhauled. Electrical control design had moved on from the late forties, and the buses were not very smooth when accelerating. Within a few years BC Hydro had decided that the trolleybus was 'here-to-stay' and began investigating newer electrical control systems. One bus, 2601, was fitted with a new form of solid state

'chopper' control as an experiment. But when the next generation of Vancouver trolleys was being considered, it discovered that it would be cheaper to replace the E800s rather than try and retrofit them.

When the third generation trolleys arrived in 1983, the E800s were put up for sale. With no buyers, and Expo 86 approaching, some were put back on the road. After helping out moving crowds traveling to the fair, the buses were taken off the road again. Then, another twist of fate. BC Hydro's fleet of D700As hit a bump in the road. They'd been hurriedly<sup>2570</sup> purchased in 1973 to begin trolley replacement, but then diverted to Burnaby for route expansion. Over time it was found that the design was not well suited to the stresses imposed by a diesel engine and serious weaknesses were discovered.

On the one hand, BC Transit (as BC Hydro Transportation now was) had a bus with a good body but a suspect power train, and on the other, a bus with a suspect body, but a good power train. The answer? The Triesel: a Vancouver hybrid. BC Transit staff combined bodies from the E800s with power trains from the D700A's.

But the theme of this series is what might have been. People talk of the 'golden age of television', of rock music – if transit had a 'golden age', to many it would have to be the years coinciding with the NDP government between 1972-5. Suddenly anything was possible, though according to the next Socred Government, expensive. Politicians, bureaucrats and BC Hydro fleet engineers began looking to Europe for answers to North America's transit problems. The person responsible

for transit in B.C., Municipal Affairs Minister James Lorimer, went on a trip to Europe visiting many countries, their transit systems and manufacturers.

On his return he waxed enthusiastically about the European way, for everything from all-door boarding, to the low floors of its buses. He hinted that several manufacturers were interested in building buses for British Columbia.

One company expressly named by Lorimer was Volvo of Sweden. Whether by chance or design, an articulated diesel demonstrator was scheduled to be displayed at the 1974 American Transit Association conference to be held in Vancouver in May. After display the bus departed for Seattle, but returned in the summer. It went into service briefly on the 22 Knight-Macdonald line. Leaving



Berne visited Vancouver <sup>2580</sup>. Based on the German VoV standard for urban buses, it incorporated a Volkswagen auxiliary engine for off-wire traction and was the first of 32 similar buses. It too impressed, but returned after a brief stay. In 1977 it caught fire, but was extensively rebuilt. Looking at before and after photos one can see a Brown Boveri

*Volvo articulated bus similar to the one demonstrated in Vancouver (Volvo)*

*Berne #30 later in life after rebuild (BBC)*

virtually everyone favourably impressed, it then travelled to Los Angeles.<sup>2586</sup>

In November 1974, a Swiss articulated trolley built by a consortium of FBW, Ramseier & Jenzer, and SAAS and owned by the city of



nameplate has been added. If indeed BBC chopper control was fitted it would be ironic in that this would have happened at roughly the same time that BBC chopper control was fitted to #2601 in Vancouver. As will be explored in part three, the Vancouver experiment did not end well for Brown Boveri. But in Bern, the vehicles provided many years of service, the last eleven being retired in 2006. With almost 2 million kilometres on the clock, ten were then sold to the city of Brasov, Romania for further service. One of the first retirees, #38, was saved from the cutter's torch by the **Swiss Trolleybus Society** (TVS). Museum President Roman Zai writes that almost certainly #30 was scrapped, and that #38 is currently awaiting restoration. Another Swiss museum has acquired #59, but it too is non-operable.

Discussions between Volvo and the NDP government progressed to the point it was agreed the two joint partners would open an assembly plant on the old Dominion Bridge site in Burnaby. Here diesel buses would be built using Volvo designs. Volvo would provide parts to be assembled with local labour, and standard parts such as sheet metal purchased locally. In future years the parts would be made in B.C., and production expanded to trolleybuses. The deal included the rights to sell Volvo buses throughout North America. German manufacturer, M.A.N., and an unnamed Yugoslavian builder were also said to be interested in an assembly joint venture.

Meanwhile, in February 1975, tenders were called <sup>2572</sup> for supply of forty articulated trolleybuses, along with twenty 40' trolleybuses and 115 diesels. The minister

said he encouraged foreign bidders, but when bids were received, there were only North American bidders. Perhaps the biggest surprise was that there was only one bid for the supply of the articulated trolleybuses: AM General Corporation. AM General had entered into a deal to finish German-built M.A.N. articulated trolleybus shells in Indiana. According to the Vancouver Sun, bureaucrats received quite a shock when the bid was opened. AM General wanted \$405,000 <sup>2564</sup> per bus, the “electrical premium” can be readily appreciated by the fact that five years later Chicago paid US\$172,000 per articulated AM General/M.A.N. diesel. Also mentioned in the article, was the fact that an anticipated bid from Volvo did not appear. The plan for more trolleybuses was put on hold. After the re-election of a Social Credit government in

December, 1975, the deal with Volvo was abandoned, and it would be 1982 before more trolleybuses arrived.

The USSR was undergoing a trolleybus expansion at the time, and there was some expression of interest in importing a new trolleybus made in Russia. The ZIU-9 was introduced in 1971. One cannot argue with the success of the ZIU-9 and its successors: over 40,000 were pro-



*ZIU-9: In typical Russian fashion, passengers board at the rear & pass a seated conductor. (ZIU)*

duced, but mainly for Eastern Bloc countries where much more than the vehicle itself dictated the purchase. The vehicle was essentially a low-cost, low-tech, affair. The ZIU-5, its predecessor, had an aluminum body. This was expensive and complicated to build. The ZIU-9 used a heavy steel body like the ex-Birmingham Pullmans of the fifties. ZIU engineers specified resistor controls, though in this



*SL-E batterybus (MAN)*

case installed from new rather than a rebuild.

Minister of Municipal Affairs, James Lorimer also was very interested in extending electric traction to diesel routes, using buses that contained their own power source.<sup>2573</sup> Some battery-electric solutions were investigated, usually from the midibus sector, but at least one full-size vehicle was available. German manufacturer MAN supplied details of a battery-electric version of its Standard German VoV bus, the SL 200. The SL-E towed a trailer containing batteries which were said to give it an 80Km range—typically four hour's service—before recharge. Four hours would be also needed for the recharge, but the trailer could be quickly changed at a terminal point. So with a ratio of two trailers for every bus (and one assumes, spares), an uninterrupted ser-

vice could be maintained.

In December, 1975 a provincial election was held. The NDP was defeated after three years in government. The Socreds returned to power. The transit programme was scaled back. And all of these may-have-been buses passed into history. With the benefit of hindsight, it's easy to see that most of the plans probably would have ended badly. Over thirty years later, battery-electric buses are still bridesmaids, the storage capacity and weight of their batteries still proving a tough barrier to overcome in all but niche applications. Few European manufacturers have managed to make their presence felt long term in North America. Indeed it's only at "an arm's length" have manufacturers such as Volvo and, later, Daimler achieved any success. But the Transit Bureau's faith in the trolleybus was con-

firmed by studies in 1978 and then 1979. A decision was made to replace the Brills, a story which will be told in Part Three.

## Fan Trips!



**Saturday,  
Oct. 1 (pm)  
& Sunday  
2nd (day)**

**TRAMS:  
25 YEARS!**

**Members: \$8.00, Non-  
members: \$10.00,  
Seniors: \$4.00**

Saturday 1 October Lv. Oakridge Transit Centre  
19:00, return 23:00

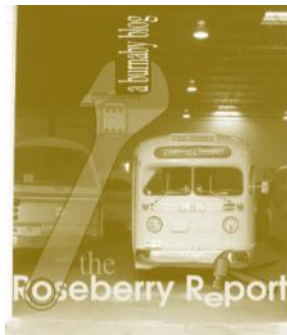
Sunday 2 October Lv. Oakridge Transit Centre  
Noon, return 16:30



**Christmas Lights: Dec 17th**

# TRAMS Outreach Summer Dates

- New Westminster Show—July 10  
(Harry, Matthew; 730)
- Community Free—July 23 (Harry,  
Len, Matthew, Selena; 730/4612)
- Edmonds Show and Shine—July 24  
(Harry, #730)
- Marpole Days - August 13 (Angus,  
Doug, Matthew; 730/4612)
- Langley Good Times Cruise-in— Sep  
10 (Harry, Len, Matthew, Selena,  
Norm; 730/4612)
- Rodeo—Sep 11 (Harry, Mat-  
thew; 4612)
- Oakridge Block Party—Sep 11 (Evan,  
Selena; 730)



## Roseberry Shop Manager's Report

*Selena Garcia*

- Neil continues to work on 1109, replacing skirt panels and radiator door. He says that he might be able to get the bus painted over the Thanksgiving long weekend (UTA orange)
- Norm, Bryan & Matthew continue to work on #3405 replacing the driver's side interior sidewall panels. Bryan is investigating the coolant leak
- I would like to thank the volunteers and drivers that turned out to make our outreach programme a success . This summer alone we attended 22 events!



1978



## Photo Page

### *Angus McIntyre*

*Trams' IC-41 was last operated in service by Horizon Coach Lines as its #101. It's seen here in the company of ex-Royal Blue #645, a C-36 Brill from Victoria. The Brill was also saved being bought by a private collector in Port Angeles, WA.*



# 2nd Annual BBQ



Evan Russell at the mustard table making up his vegi-burger



Rhonda Larra-bee, Selena Garcia and Mary Pearson with our dog Zeke.



Selena Garcia, Evan Russell, Jason Sharpe and Matthew Walker.



**Held on Canada Day at the  
Roseberry shop**

# TRAM's historic fleet : +1 ?

*Michael Taylor-Noonan*

Sometimes we may forget that transit includes *intercity* transportation, especially since our fleet is heavily biased towards *city* transit. Well, that imbalance may be slightly corrected if current plans come to fruition. Negotiations are underway for the acquisition of an ex-Pacific Coach Lines MC8.

MCI had introduced the model as a successor to its MC7 in 1973. It lasted in production until 1978, with 3,053 vehicles [built](#). (*Alan Gryfe's Canadian Transit website*)

In 1974, Pacific Stage Lines took delivery of 28 of them, numbered 6716 to 43. (6701 to 6715 were earlier MC7 models, and later, four used MC8s would fill numbers 6731, 6744, 45 and 46.) All

passed to Pacific Coach Lines in 1979 and later most went to its successor, Pacific Coach Lines (1984) Ltd. These were the long lived buses that ran between Vancouver and Victoria. Mileage between those two points did not reflect the mileage on the coach because a good portion was ac-

*One of two possible candidates for preservation is 6719. It's seen here at Pacific Central Station in 2009. (Keith Hodges)*

[www.nextstop.taylornoonan.com](http://www.nextstop.taylornoonan.com) (Copyright 2009, Keith Hodges)



completed as a passenger on vessels of the BC Ferry fleet. But nevertheless, 37 years service has to be a milestone. Over the years they were modernized and updated. Washrooms were removed in favour of more seats –53-- since travel time was so short and in some, the centre pillar, a hallmark of MCI coaches back to the MC1, was removed. MCI itself deleted this feature during the last years of the production run because operators had noticed that the seats faced with this view obstruction were the last to fill up. Historically these were the last buses ordered new by Pacific Stage Lines, and our prospective example will keep fellow Stage Lines' #63 (27 years its' junior) company as examples of intercity travel in British Columbia.

The MC 'Challenger' range was introduced in 1959, as a challenge to the then

G.M. status quo at Greyhound in the U.S. The U.S. breakthrough occurred in 1963 with the introduction of the MC5 partially built at a new plant in Pembina, North Dakota. Bus shells were built in Winnipeg, and then trucked across the border to be finished. In 1968 the bus was lengthened five feet to produce the MC7. The MC8 'Crusader' introduced in 1973 incorporated updates and refinements, notably at the front of the bus. Automatic transmission was offered as an alternative to the Spicer/Dana stock standard.

Since 1943, MCI workers had been unionized. In his history of Greyhound Lines of Canada, author E. J. Hart characterizes the contract negotiations as "tough, but always reached without a strike" (Pg 132). But that changed in the early seventies. Workers went on strike in 1970 and 1973: the company lost almost 6 months of pro-

duction. The end result was an agreement which pushed the company's labour costs up, and gave the U.S. parent company misgivings about single sourcing its buses. MCI's owners, Greyhound Corporation, decided that to protect its interests, a secondary production facility be established wholly within the U.S. In 1974, it established Transportation



*And the other, 6737, also photographed in 2009 (Editor)*

Manufacturing Corporation (TMC) in Roswell, New Mexico.

Unused MC8 jigs and tools from Winnipeg were sent to Roswell. It was envisioned that eventually the TMC plant would fabricate its own parts and components, but at first, parts and assemblies would be purchased from MCI. Greyhound Canada negotiated a 'cost plus 8%' purchase price plus a royalty of \$750 per bus manufactured by TMC. (Hart, Pg 133). This was necessary because Greyhound did not own all of the MCI stock, and therefore a normal business relationship had to be maintained. In effect, TMC built the MC8 under licence and indentified it as a TMC8. It built 1,422 TMC8s, bringing the total production between the three plants to 4475. U.S. Greyhound 8's were known as "Americrusiers".



### ***Mission Statement***

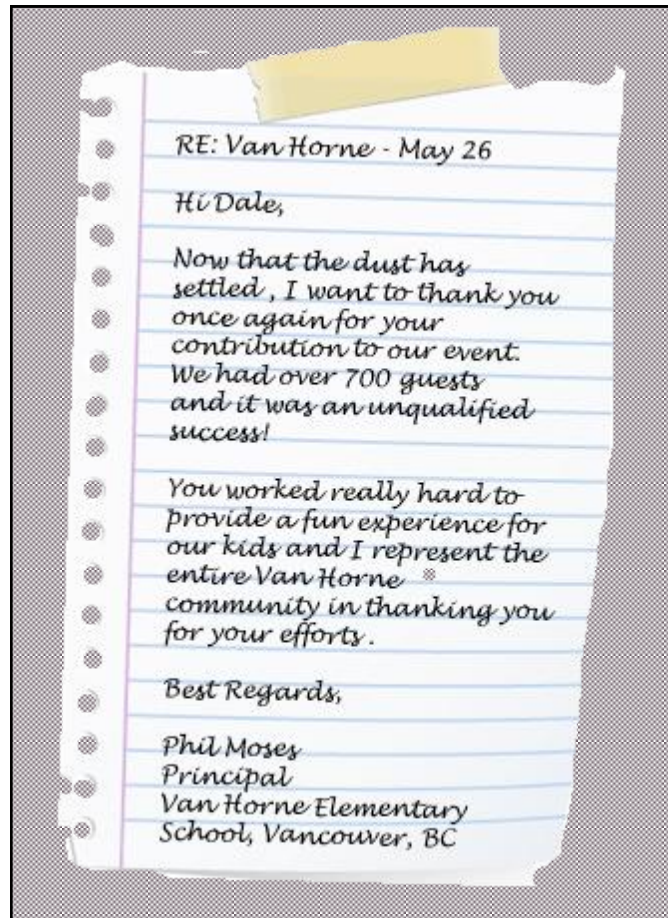
The Transit Museum Society is dedicated to the restoration, preservation, and operation of vehicles significant to the history of public transit in British Columbia; to collect and preserve artifacts and memorabilia relating to their history; and to share knowledge and awareness of our transit history.

### ***NEXT TRANSIT MUSEUM SOCIETY MEETING***

19:00, Friday, Oct 7

St Augustine's Anglican Church 8680 Hudson St, Vancouver

Future: Nov. 4, Dec. 2, Jan. 6



RE: Van Horne - May 26

Hi Dale,

Now that the dust has settled, I want to thank you once again for your contribution to our event. We had over 700 guests and it was an unqualified success!

You worked really hard to provide a fun experience for our kids and I represent the entire Van Horne community in thanking you for your efforts.

Best Regards,

Phil Moses  
Principal  
Van Horne Elementary  
School, Vancouver, BC