

TRAMISnews

Special points of interest:

- The E901A/902 Flyers began to enter service in Mendoza, Argentina in May.
- Clean up in aisle 5? Whats that got to do with a Brill? Page 4.
- Garage Sale, Page 7
- Tour Schedule, Page 8

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Three Bags of Chips, Please

Angus McIntyre

I decided to write this piece when I realised that there is but a handful of drivers still driving who actually handled money and tokens on Vancouver's buses.

In July of 1969 I applied to be a bus driver with B.C. Hydro, just after the first man walked on the Moon. The interviews followed quickly, and after the trainability and medical I was accepted. My final interviewer told me he was pleased with everything, except that he felt I was shy by nature and might have trouble throwing drunks off the bus! Radios were over 20 years in the future, and it was often hard to find a working pay phone.

Not only were we expected to maintain order, but each trainee had to climb up the folding steps onto the roof of a Brill trolley, and walk down a pole that was straight up in the air and



This group shot was taken at OTC in 1970 at the start of a fan trip with old Brill trolley 2031. Left to right: Keith Daubenspeck, a Seattle Transit driver visiting for the tour, Angus McIntyre, and Brian Kelly. Photo credit: Wally Young.

hook it under the pole hooks. We were also told to take hold of the trolley pole and contact the trolley wire with it to show the pole was insulated! Using caution, we were expected to keep trolley service running.

Training was four weeks, with no air brake course.

Instead we had a Chauffeur's "A" licence, with a new badge issued each year. This badge had to be visible to the passengers. At that time Hydro hired one in ten applicants, a ratio that still holds today. Standards were not as stringent, and one man in

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Meet the new(sletter) boss...

My name is Michael Taylor-Noonan, age 56, born in Manchester, UK, 1953. I've been interested in buses since age 3, that's when I got my second "Dinky Toy". It was a bus. The first had been a car—and it would be the last. From then on, it was only buses. Every Christmas and birthday. Of

course, Meccano Ltd — which made them back then — insisted on painting them the wrong colour for my fleet, (Manchester of course) and copying London-style bodywork. So I had to do the work of repainting and modifying the bodywork. This added hours of interest and play

value for me, but dealt a heavy blow to any value they might now have on ebay. I had to toss many of them in the garbage when we came to Canada in 1968: those were the days of 55 lbs per person flights even

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What's in a name?

Place Names

A lot of the quirky names of routes and places came from the fertile and imaginative mind of Brian Sullivan, who was the Assistant Director of the Bureau of Transit Services during the NDP administration. Some others of us may have been a little bit guilty of encouraging him or perhaps even planting the seed of an idea. Carving out new territory meant that in some cases no logical names could be found and so names were made up. And if you're making up names, you are entitled to have some fun while you're at it. Here is a partial list:

Phibbs Exchange—built in the middle of nowhere with no identifiable community name. Named for first reeve of North Vancouver.

Lonsdale Quay—Back then, nobody in this country knew what a Quay was. Now it's all over the place. We had to teach people to pronounce it "Key" not "Kway". Much more imaginative than "Ferry Dock" though.

"Valley to Sea"—The branding did describe the route's general orientation but it was a tip of the hat to the "Edwards Lake to Sea System" which was an intercity carrier in the US, and which had recently been written up in Motor Coach Age.

"Midway Connector"—in addition to New West being midway to everywhere, the routing along Marine Drive was also midway, neither north nor south.

"FastBus" was a direct translation from Hamburg's SchnellBus. Hamburg had a very early example of a centralized planning and marketing agency (i.e. "Translink") coordinating a number of operating companies (i.e. CMBC, SeaBus, Skytrain etc).

"Bus" was a direct lift from Oahu's "The Bus". Colour photos were given to the ad agency that developed the paint schemes for "Bus", "FastBus" and "Town & Country Bus" (remember that one?). Even the logo was sort of similar. This one came from Vic Parker who was the director of the Bureau (and first one to be fired when the Socreds took back power in the next election).

The **Golden Triangle** was a term used by city planners to denote the Georgia/Burrard/Pender triangle. The destination was put on the E800's because a route was proposed to run north on Granville, west on Pender and to some indeterminate destination near Cardero. The southern terminus would have been over the Granville Bridge, either at 10th and Granville, King Edward and Granville (the 901's had "to King Edward" on their signs) or Broadway and Kingsway. The purpose of the route was to alleviate passups to provide extra capacity to Granville and Broadway (and, if extended to King Ed), to allow a headway reduction on the main Granville route which was underserved north of 16th and overserved south of there.

John Day

There was no practical way of turning at 16th so a loop was proposed in the median at King Edward.

"SeaBus" came from, supposedly, a public contest but in fact it was already being referred to as that internally. Where did that come from? In addition to it being a logical outgrowth of the "Bus" branding, it was also a bit of a ripoff of CP Air's "SkyBus" service which featured easy-on, no reservation service to Toronto. Charles Spratt, first manager of SeaBus, had been the marketing guy at CP Air that developed SkyBus. Hmm. There was an interesting crossover back to CP Air from this in that they had signs at the airport that were exact duplicates of the urban bus stop (flag type) signs used at the time, except instead of saying "BUS" they said, of course, SkyBus. I believe at the other end of the route, the signs used in Toronto airport emulated the TTC's bus stop signs.

And from there it wasn't much of a leap to **SkyTrain**, also supposedly named in a public contest but the outcome of that was virtually fixed before the contest was even thought of.

"Granville Waterfront Station". Seems descriptive enough. But GWS was also a term used with a wink of the eye and a nod of the head among the recently graduated transit professionals who were starting to change the generally negative attitude towards transit throughout North America, right about the time of the "energy crisis". These gentlemen called themselves the

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names, you are

entitled to have some

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Separation

J.G. Brill begins operations in 1868, manufacturing trolley cars and trucks

1926, and J.G. Brill is feeling the pressure from a downturn in trolley sales. ACF takes it over. The J.G. Brill Co. remains but becomes a subsidiary of a holding company, the Brill Corporation

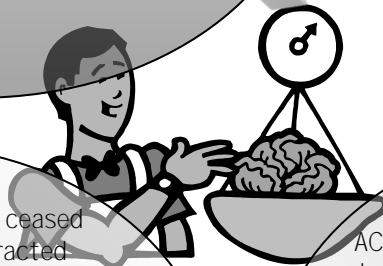
In 1926, American Car & Foundry sets up ACF Motors, really a holding company, it's J.G. Brill that actually constructs the buses

ACF -Brill announces in 1944 that Canadian Car and Foundry of Montreal, Quebec are licensed to manufacture and sell throughout Canada buses and trolley coaches of their design as Canadian Car -Brill; the firm builds about 1,100 trolley buses and a few thousand buses under the name

In 1944 the Brill Corporation and American Car and Foundry Motors Company are merged as ACF - Brill

In early 1954, ACF -Brill ceased production and subcontracted remaining orders. The properties were sold, and on December 30 1955, the company was merged with supermarket companies into ACF -Wrigley Stores Inc. Also included were Big Bear Stores and later Humpty -Dumpty and other grocery stores

ACF sells its interest in ACF -Brill on January 31, 1946, to Consolidated Vultee Aircraft Corporation for \$7.5 million. Consolidated Vultee itself is sold on November 6 1947, to the Nashville Corporation, which sells its share to investment firm Allen & Co headed by Charles Allen Jr on June 11 1951



Three Bags of Chips, Please

my class of six confided to me later that he had not finished elementary school, and was functionally illiterate. I was the youngest at 21, and he was the oldest in his early forties. We were paired for training. He had operated streetcars, trolley buses and subway trains in Toronto for 12 years, and knew more about the job than any of us. He said he did not answer a single question on the IQ test, but did well on the trainability test.

Oakridge Transit Centre was virtually unaltered from when built in 1948. Smoking was permitted everywhere, and a large exhaust fan in the bullpen attempted to clear the air. The scenes in "A Day in the Life of a Bus Driver" showed it all. The north wall had movable boards with all the running times posted on blueprints – we had to copy down our own running times from these.

I C b W Y ' c i h ' c
training we earned

... (\$ U b \ c i f " r

All 6 trainees were taken in an old Brill diesel bus down to the booking office at the Police Station where we were fingerprinted by a burly police constable. We were bonded to carry from \$120 to \$150 of the Company's money to sell tokens and make change. At OTC we did the paperwork, and then went to the bullpen where five cashiers' wickets lined the south wall. These were open 23 1/2 hours every day. We could also cash in with the cashiers at the downtown bus depot on Dunsmuir Street. We could cash our paycheque with a cashier, and on payday the Street Railwaymen's Credit Union

(STRY) had an office open in the basement of OTC.

We were each issued \$120 in rolls of tokens and coins in a cloth banker's bag. Keep in mind that this would be close to \$1,200 today. We were advised that a metal tackle box from Army and Navy would be suitable to store everything. These had tilt-up trays for tokens and coins, and a space at the bottom for the changer, maps, etc. Some drivers had homemade boxes, ammunition cans or even briefcases. We were provided with stick-on Hydro symbols, and numbers to accessorise our boxes. A few senior operators wore their changers on their belts, and I remember Marie, a streetcar conductorette from World War II who drove the STANLEY PARK – POWELL – NANAIMO in the evenings. Thanks to the changer on her belt you could hear her coming before you saw her.

changer and doing mental calculations. It was necessary to learn how to load the changer as you drove the bus. This was accomplished by steering the bus with your left hand, and while watching traffic you took a handful of tokens or coins and carefully let them slide into the top of the barrel. The Granville Street Bridge, a red light or a train at a railway crossing was another opportunity to do this.

Once out with line instructors, if you could not refill the changer fast enough, they would help out. If you ran out of a certain coin or token, you would stop another bus and buy what you needed from that operator. It took some skill to decide what you needed for a certain run.

Many people bought tokens since you saved a nickel on 4 fares, half the price of a coffee! Monday mornings

Homework involved using a saucer as a change dish and having someone ask you for change or tokens so you could get used to using a

Fares

Student "A" tokens	10 for \$1.00
Adult "B" tokens	4 for 75 cents
Child "C" tokens	4 for 30 cents
Cash fare – adult	20 cents
Cash fare – students	15 cents
Cash fare –	10 cents



Tokens compared with everyday coins to illustrate size Courtesy: Frontline

