



# MOTOR BUS SOCIETY

## NEWSLETTER

### FALL 2011

#### Conventions

##### Spring 2011 - San Antonio:

The Spring Convention of the Motor Bus Society took place in San Antonio, Texas over the weekend of April 29, 30 and May 1. Headquarters was the La Quinta Inn and Suites Downtown. The event was spearheaded by Convention Chairman Michael Glikin; regional vice president Andrew Gold took charge of administrative matters, and member Terry Cosentino produced the itinerary

##### FRIDAY APRIL 29: AUSTIN

- Bus provided by Kerrville Bus Co.

The first stop was Texas State University at San Marcos, home of the Bobcat Tram. Photos were snapped at the Quad Bus Loop and the CARTS/AMTRAK station. Capital Area Rural Transportation System provides service to the non-urbanized areas of the nine Capital Region counties

Next was Capital Metro headquarters in Austin for a tour and photo stop followed by lunch at the University of Texas. The group travelled on to the downtown station at 4th & Trinity to board a Red Line train for a ride to Leander, Texas. From there, the bus transported the group to New Braunfels for dinner at the Friesenhaus, a traditional German restaurant.

##### SATURDAY APRIL 30: CORPUS CHRISTI

- Bus provided by Daisy Tours

Saturday stops of interest in Corpus Christie included the B garage and headquarters, where the group was treated to breakfast. Next were the Southside Transit Center, the Aquarium, and Staples Street Center.

After return to San Antonio for dinner, evening activities included the usual flea market and brief meeting. The guest speaker was Wayne Hom of VIA, and a slide show followed.

##### SUNDAY MAY 1: SAN ANTONIO

- Buses provided by VIA Metropolitan Transit New Flyer low-floor hybrid suburbans

The VIA headquarters and vehicle maintenance center was the first Sunday stop highlighted by a tour of VIA's San Antonio historic fleet. Next was the West Side Multimodal Center on Medina Street, once the Missouri Pacific railroad station.

No visit to San Antonio would be complete without a tour of the Alamo, but most would not have continued on to the Greyhound

#### Motor Bus Society Conventions Locations for 2012-2015

Year	Spring	Fall
2012	Metro Los Angeles, CA April 27-28-29	Buffalo, NY October 5-6-7
2013	Metro New York City, NY April 26-27-28	London, England, UK Late September
2014	Seattle, WA April 25-26-27	Grand Rapids, MI October 10-11-12
2015	Indianapolis, IN April 24-25-26	Halifax, Nova Scotia, Canada October 9-10-11

Note: St. Louis, MO convention si postponed to Spring 2016

terminal and a stop at Star Shuttle & Charter, The final stop was at the North Star Transit Center where time was taken for lunch and photos before return to the hotel or drop at the airport.

#### THANKS ARE DUE

To all who contributed to the planning and conduct of the Motor Bus Society's 2011 Spring Convention:

Hotel hospitality —

- Annette Mendola of the La Quinta

Providing transportation —

- Natalie Medrano of Kerrville
- A. J. Ruiz of Daisy Charters and Shuttles
- Keith Hom of VIA

and making us welcome —

- Brad McAllister at Texas State San Marcos
- Paul Hamilton at Bobcat Tram
- Zeke, Lyle Nelson at CART
- Alissa Schram and staff at Capital MTA
- Martin Trevino at The B, special thanks for providing breakfast
- Julio Wilmont, Jr. and staff at the Regional Transportation Authority
- Michael Paul Ledesma and Rachel Miranda at VIA

#### Fall 2011 — Cleveland:

The Fall convention took place in Cleveland, Ohio during the post Columbus Day weekend of October 14, 15 and 16. A description of this gathering will be included in the next *MBS Newsletter*.

#### Spring 2012 — North Metropolitan Los Angeles:

Planning will begin shortly for this convention, which is proposed to cover Simi Valley, Oxnard/Ventura and Santa Barbara on Friday, Bakersfield, Lancaster and Santa Clarita on Saturday and a free day in Los Angeles on Sunday.



## MBS Board of Trustees

When the Motor Bus Society was reorganized (an re-incorporated as the Motor Bus Society II, Inc.) in 2004, rules of incorporation required a set of by-laws and designation of a group of members that would be responsible for the activities of the organization. The reorganizers determined that legislative and fiscal control would be vested in a *Board of Trustees*, and that this board would consist of six members who would be elected for staggered six year terms. It was further determined that this Board should consist of members who could meet in person several times each year, as business matters should dictate. To make these meetings more practical, it was decided to restrict eligibility for election to a relatively small geographical area. Since the organization was to be incorporated in the State of New Jersey, and since that state is the home to more MBS members than any other single state, it was specified in the by-laws that all Board of Trustee members must be a resident of that state.

The Board of Trustees usually meets three to four times each year, either at the MBS archives or at a member's home. Attendance is therefore limited because of a lack of space, but the elected officers are invited to attend, but usually only the President and Treasurer are the only ones to attend because of their proximity to the meeting location. Although any MBS member may suggest items for the Trustees to consider and any attendee may participate in any discussion (at the discretion of the chairman), only the six elected members are eligible to vote.

The by-laws state that the Board is to elect a chairman and a secretary from its membership. The chairman is responsible for conducting the meetings and the secretary is responsible for recording and publishing the minutes of each meeting and for setting the agenda of matters to be considered at each meeting. Currently, the chairman is Murray Kramer and the secretary is Sid Keyles. Any MBS member wishing to communicate with Board members should write to the Paramus, NJ Post Office Box or e-mail the MBS web site, [info@motorbussociety.org](mailto:info@motorbussociety.org).

Meetings that are held in conjunction with MBS conventions are no longer *business* meetings but informational membership meetings. Nominations for any elected position (officer or trustee) are now made by mail to the MBS secretary, who is responsible for developing and printing the ballot. Nominations from the floor of convention *membership* meetings will not be accepted (unless the secretary happens to be in attendance and can accept a written nomination in person).

At its last meeting, the Board of Trustees decided to make a copy of the MBS by-laws available to any MBS member who requests a copy. Requests should be directed to the MBS secretary. It is also planned to make the by-laws available on the MBS web site.

## Motor Coach Age

Included with this issue of the *MBS Newsletter* is Part 6 of Andre Kristopans' article on the history of the Chicago Transit Authority and its predecessors. This is the first issue of *MCA* that has been published entirely in full color. This issue is to be considered an experiment to judge the relative cost of color vs. black and white

printing. A full four-color issue was possible in this case because all of the photos that were used were in color. Earlier in the year, the Board of Trustees had directed *MCA* staff to experiment with the use of color as soon as feasible. The Chicago issue was the first since that direction that had more than two or three photos in its make-up that were in color.

The continued use of color in *MCA* will depend on cost and the popularity of the issues in terms of post production sales and attraction of new members. Content of *MCA* has largely concentrated on historic pieces, and most of the photos that have been available for these stories have been black and white. The issue that is now in preparation covers the first part of the history of Sacramento, California transit. For this story, most of the photos that are available are b&w. But we are planning for more current event articles, and Part 2 of the Sacramento story as well as Part 2 of the Red & Tan article have the potential for mostly color photos.

**MCA Volume Numbers:** The Motor Bus Society was established (as the National Motor Bus Association) in 1948, and production of *Motor Coach Age* began in 1950. Publication was sporadic until Albert E. Meier took over as editor in 1967. It was not until May of 1968 that volume numbers appeared in the magazine. The volume number of that issue was "XX" (20). Albert's tenure continued through 1993 with Volume "XLV" (45). No production occurred in 1994, and when Mac Sebree took over the editorship in January 1995, his first issue was Volume "XLVI" (46) No. 1. This series of Volume numbers continued through Mac Sebree's tenure (1995-2003 (Vol. 46-54); AEM's second editorship, 2004-2007 used Vol. 55-58. However, due to an oversight, the Associate Editor neglected to change the Volume Number from 57 to 58 for 2007, so both 2006 and 2007 were published as Volume 57; the error was carried through 2008, which should have been Vol. 59. Thanks to a sharp-eyed reader, the error was noted in time for the 2009 issues, which are correctly shown as Vol. 60. So, for the record: 2006 should be Vol. 57, 2007 Vol. 58 and 2008 Vol. 59. One of our more anal members (now deceased) would have insisted that we re-print the issues with the wrong Volume Numbers! (We won't be doing that.)

## Contact Information

The Motor Bus Society can be contacted by mail at:

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at its web site:

**<http://www.motorbussociety.org>**

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**[info@motorbussociety.org](mailto:info@motorbussociety.org)**

To contact officers, write to the Paramus address or e-mail

the President at **[president@motorbussociety.org](mailto:president@motorbussociety.org)**

the Secretary at **[secretary@motorbussociety.org](mailto:secretary@motorbussociety.org)**

## Officers for the 2011-2012 term are:

President: Dino Mandros

Executive Vice President: Robert Hussey

Secretary: Gerald L. Squier

Treasurer: Richard Phillippi

## Members of the Board of Trustees:

Murray Kramer

Fred Eisinger

Sidney Keyles

James Gilligan

Mikel Ferlise

Glen Schmeltz