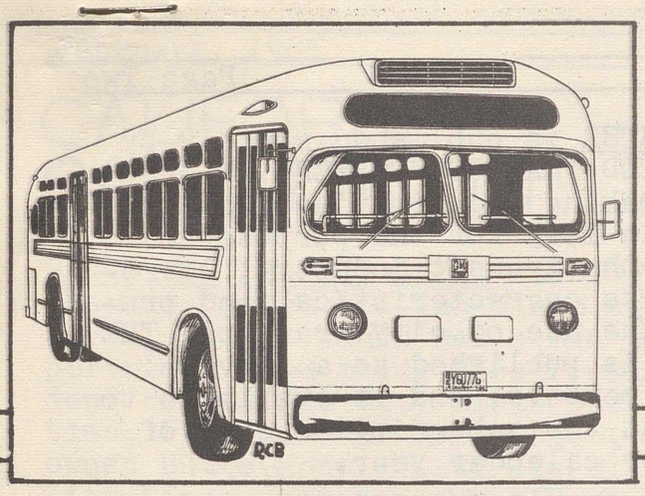


THE BOOSTER

Monthly Publication of The United Transit Boosters

'Dedicated to Better Transit'

Vol. 3, No. 2 February, 1965 Eight Pages

COLUMBUS

The COLUMBUS TRANSIT COMPANY has ordered 50 new airconditioned GMC model TDH-5303 transit coaches. The buses are being ordered to replace the last of the trolley coaches, in that central Ohio city.

After the Columbus conversion, there will remaine only twelve cities that will still operate trolley coaches, these being: Boston, Massachusetts; Chicago, Illinois; Cincinnati, Ohio (conversion expected soon); Dayton, Ohio; Johnstown, Pennsylvania; Milwaukee, Wisconsin (has plans to convert this summer); New Orleans, Louisiana; Philadelphia, Pennsylvania; San Francisco, California; Seattle, Washington; Saint Joseph, Missouri; and Dallas, Texas.

The city of Columbus is considering buying CTC, just as two private syndicates, presumably the AMERICAN TRANSIT CORP. and the AMERICAN TRANSPORTATION ENTERPRISES, are.

BEREA

The BEREA BUS LINE CO. a Cleveland, Ohio, suburban operator, is expecting delivery of one new airconditioned GMC SDM-5302. The company also plans to expand its routes in the city of Berea.

BBLC officials are now securing a new garage site. It is to be large enough to accommodate 100 buses, operational headquarters, and a large parking area, for the use of their bus patrons.

WASHINGTON, D.C.

D. C. TRANSIT SYSTEM has asked the Washington Metropolitan Transit Commission for permission to institute two new routes. The first would be a "Government Minibus" running on a 15 minute headway between the State Department and the Old Senate Office Building; the second would be a new suburban line to Fairfax County, Virginia, putting buses on the Capital Beltway, for the first time.

ST. LOUIS

BI-STATE TRANSIT SYSTEM recently set up a stand-by fleet of ten buses, eight stationed in downtown St. Louis, and two in East St. Louis, during the usually busy afternoon rush hours, to fill-in rush-hour service gaps betwen the hours of 3:00PM and 6:00PM.

When a delay on a route is reported over the two-way radio system, a reservoir bus is dispatched to fill the gap. Buses so dispatched return to the pool for further service, after completing their trips. Pool buses are equipped with all headsign readings necessary to serve any downtown line.

On the first day, that the reservoir pool was in operation, the ten buses completed a total of 24 trips.

BSTS is reported to have a new system route map, which may be obtained for 10¢, and a stamped envelope from BSTS, 3869 Park Ave. St. Louis 63110

UTB CLUB NEWS *etc.*

MEETING NOTICE:

The March regular meeting of the UNITED TRANSIT BOOSTERS will be held on Sunday, March 14, 1965, and will be convened at the usual time and place, the studio-auditorium of the Gary-Knause Apartments, 245 South Lucas Ave. at 7:30 PM.

To reach the meeting by public transportation, board a SCRTD Line 4--MELROSE AVE. coach northbound on Hill St., in downtown Los Angeles (or elsewhere, at your convenience) ride to Third and Lucas; disembark, and walk one block north. The building in which the meeting is held is located on the northwest corner of Miramar and Lucas.

* * * * * * *

NATIONAL NEWS (CONTINUED):

PROVIDENCE, R. I.: The RHODE ISLAND PUBLIC TRANSIT AUTHORITY (RIPTA) is requesting $2.4 Million for the purchase of 107 new buses for the UNITED TRANSIT COMPANY, operating in Providence and other Rhode Island cities. RIPTA is requesting $819,000, or 1/3 of the total, from the state legislature; it expects to get another $1,638,000 from the federal government, under the Urban Mass Transportation Act of 1964.

It would appear necessary for the UTC fleet to be up-graded, in order for the equipment and property to be of a nature, such that RIPTA would be able to acquire UTC, either by purchase or condemnation, at a price that would be agreeable to all parties.

* * * * * * *

KANSAS CITY: Similar bills, to create a Kansas City Bi-State Transit Authority, were recently introduced into the Kansas and Missouri state legislatures. This legislation would, presumably, set-up a development agency similar to the Illinois-Missouri Bi-State Development, which operates BI-STATE TRANSIT SYSTEM, in St. Louis. The Authority would have a ten-man board of directors, with five men being appointed each, from the states of Kansas and Missouri.

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CALIFORNIA CAPITULATIONS

BY WARREN F. QUON

SAN DIEGO TRANSIT SYSTEM (SDTS): Jesse L. Haugh 77, President of San Diego Transit System and San Diego and Coronado Ferry Co., passed away on February 8, 1965. Haugh was a man who did almost everything possible in transportation from being Vice President of the Union Pacific Railroad, President of Pacific City Lines which operated fifteen west coast transit properties, President of Key System, and who organized Western Transit Systems who owned Butte(Mont.) City Lines, Everett(Wash.) City Lines, Fresno(Calif.) City Lines, and Vancouver(Wash.)-Portland Bus Co. Mr. Haugh also owned City Transit Systems which operated San Diego & Coronado Ferry Co., San Diego Transit System, and two trucking firms, California Motor Express and California Motor Transport. He was President of the American Transit Association(1956-1957) at which time he worked hard to develop the "New Look" bus to give new impact to the transit industry. He was probably best known for his Metropolitan Coach Lines, which took over the passenger operations of the Pacific Electric Railway in 1953. Haugh believed in operating the most modern transit equipment available, replacing older and outdated forms of transportation. He was also one of the first to see the handwriting on the wall for privately owned transit companies despite excellent public relations and promotion. He began to sell his companies to public transit agencies who were in a better financial position to provide better service than he was. His son James Haugh, Vice President and General Manager, now assumes his fathers duties.

On February 21, the Line 9--SAN DIEGO-CORONADO Monday through Saturday 24 minute base headway was reduced to the Sunday headway of 36 minutes. Line 9 is a transit fans favorite because it operates on the ferries between San Diego and Coronado. The ferries will be replaced about mid-1969 by the new San Diego-Coronado bridge.

SDTS revenues have slipped to the lowest point in 14 years despite fare raises and service reductions. The company is still pressing hard for the city to take over soon and preserve present transit service in the area instead of continued transit studies. A citizens committee will report on their study March 15. Nine operators and about one third of the maintenance workers have been laid off as a result of the January 24 service reductions.

SAN DIEGO ECONOMY LINE (SDEL): On February 12 SDEL discontinued all Lakeside service except for the pull out trips in the morning from the Lakeside garage and the pull in trips at night. Service runs as before between San Diego and Homeland on a two hourly base service. UTB member Bill Wootton also writes that SDEL has filed for a route change in the downtown area giving SDEL better distribution and,hopefully, more patronage. The new route is via Market, First Ave., B St., Front St., through the Greyhound station, back up First Ave., A St., Sixth Ave., and back out Market toward Homeland. SDTS and the city will not protest this time as they did before, because SDEL will have its own bus stops ans not use SDTS stops.

RAMONA STAGE LINES (RSL): RSL discontinued service completely, in December, 1964. The company was formed in October, 1963, and ran two round trips daily between Escondido and El Cajon, via Ramona. The service was temporarily suspended in December, 1963, until June, 1964, because of extremely low revenue. Service was again restored on the latter date, operating three daily round trips, and using an eight passenger station wagon. Again,

CALIFORNIA CAPITULATIONS--RSL (CONTINUED):

patronage was light, so JOHN R. ALLEN, RSL owner, decided to stop operations forever.

ORANGE COUNTY TRANSIT DISTRICT (OCTD): California Legislative Assembly Bill 701 was recently intfoduced, creating, upon approval of the voters, the OCTD. The district may acquire, construct, own, and operate rail lines and bus lines, except the district may not charter its buses to individuals, but may lease its buses to private and public carriers, and may provide school bus service. Upon approval of the board of directors of both districts, the OCTD may merge with the SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT.

TANNER GREY LINE (TGL): A 31-seat GMC TGH-3101 or 3102, numbered 150, was recently spotted in the TGL yard. The bus was painted white from the roof to the belt rail, and light olive green below. It is unknown what the coach is to be used for.

WESTERN GREYHOUND LINES (WGL): On March 3rd, folder No. 3 will be reissued, in black ink, and will show a service change on all LOS ANGELES-SANTA BARBARA VIA SANTA MONICA trips. Service will be rerouted between Los Angeles and Santa Monica, via the Santa Monica Freeway, bypassing Hollywood, and saving between 30 and 40 minutes.running time. Meanwhile, added to the PENINSULA DIVISION of the San Francisco Bay Area commuter operation, will be another trip on the SAN FRANCISCO-PEDRO local line. Effective March 10th, the trip will leave 7th St. Station at 9:00PM, on weekday nights only. Presently, trips leave at 8:00PM and 10:00PM.

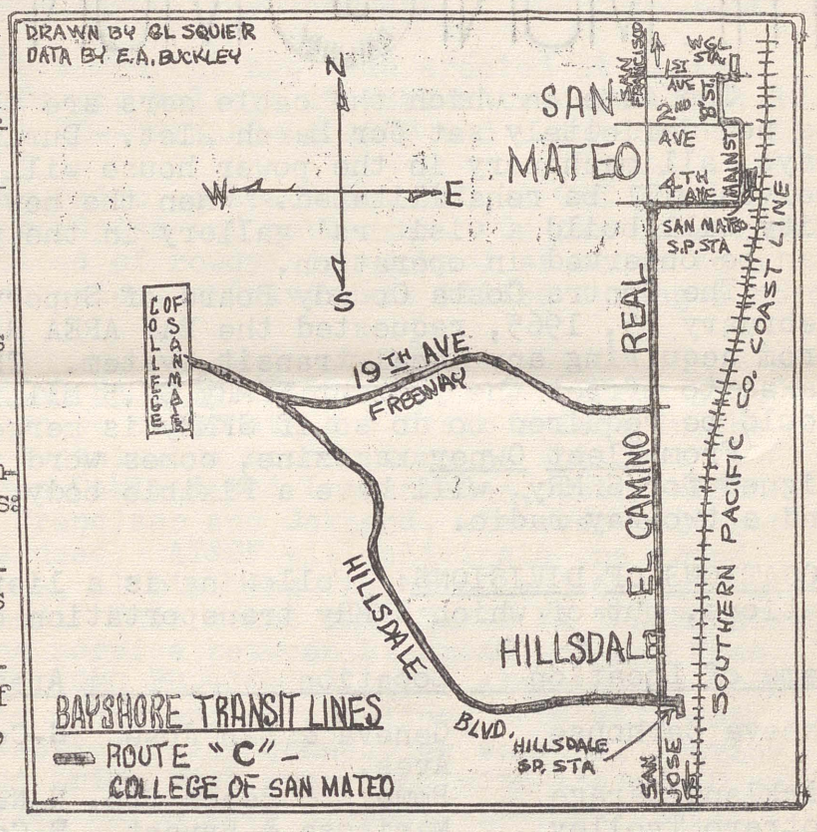
SANTA BARBARA TRANSIT COMPANY (SBTC): SBTC experienced a wildcat strike of its operators, members of Teamsters Local 186, between February 23 and March 2, which inconvenienced 4,000 daily riders. The strike brought out speculation that the CHARTER BUS TRANSPORTATION SYSTEM, of Los Angeles, who runs some school buses in Santa Barbara, would take over the transit operation, and buy 16 new 34-seat buses, if it received a city subsidy of up to $10,000 annually, and a lease of city property at $1.00 per year. However, the str strike was settled, with operators receiving the pay raise that they wanted; from $2.50 to $2.75 per hour. The City of Santa Barbara has promised some relief to SBTC, who already loses $7,000 annually, not counting the new wage increase.

SAN JOSE CITY LINES (SJCL): On February 8th, SJCL raised the basic adult fare from 17¢ to 20¢. Tokens, however, are available @ 5/90¢ Student fares were raised from 20/$1.40 to 20/$2.00. The company was granted an interim increase, last September, of from 15¢ to 17¢, prior to a full scale Public Utilities Commission hearing (TB-12/64).

BAYSHORE TRANSIT LINES (BTL): From UTB member and BTL General Manager, WILLIAM S. BILLINGS, we learn that, on October 12, 1964, BTL inaugurated a new line. Designated as Line C--COLLEGE OF SAN MATEO, it operates between downtown San Mateo and the College of San Mateo. This line replaced the former route of STAR CHARTER LINE; BTL was denied on an application to the C-PUC, for a certificate of public convenience and necessity. The schedule calls for base service on a 60 minute headway, from 8:15AM to 6:30PM, with additional college-bound buses, in the mornings. In the afternoon, there are three express trips (these using the 19th Ave. Freeway), leaving just ahead of the hourly local service (via Hillsdale Blvd.). STAR CHARTER LINES sold its contract school work to EMERALD CHARTER LINES, of San Jose, on February

CALIFORNIA CAPITULATIONS--BTL (CONTINUED):

1, 1965, and is now completely out of the transit business.



VALLEJO CITIZENS TRANSIT CO., INC. (VCTC): Recently, VCTC received a grant of $77,000, from the federal government, toward a project of $115,500. This occurence is notable, because Vallejo becomes the first California city to receive federal funds under the Urban Mass Transportation Act of 1964. The money will be used to purchase seven new 35-seat buses, so as to replace its current fleet of coaches, which are enumerated as follows: 51-55, GMC TDH-3612's; 56, GMC TDH-3610; and 57, model and builder unknown (to us.) The new buses will enable the company to reduce maintenance costs and stay in business. Present service consists of 40 minute headways on four routes, Monday through Saturday.

STOCKTON CITY LINES (SCL): On a recent visit to Stockton, early in March, 1965, we discovered that the STOCKTON METROPOLITAN TRANSIT DISTRICT had not yet taken over SCL, due to legal complications. However, SCL officials inform us that they expect the district to take-over in three to six weeks. The only physical evidence of the existance of the District is a small sign on the door of the SCL office. All GMC TD-3609's and TDH-3610's are still painted in the "fruit salad" scheme, while SCL's four TDH-4517 (fishbowls) are painted light green, with white roofs. No public timetables will be available until after the SMTD take over. The present SCL roster consists of 36 buses, as follows:

Coach Numbers	Builder	Year Built	Model Number	Comments
1501-1504	GM Coach	1962	TDH-4517	New Look, air ride
1602	GM Coach	1946	TD-3609	
1603-1604	GM Coach	1945	TD-3609	
1605-1615	GM Coach	1946	TD-3609	
1616-1619	GM Coach	1947	TDH-3610	
1620	GM Coach	1948	TDH-3610	1621 sent to SAN JOSE CITY LINES & scrapped for parts.
1622-1626	GM Coach	1948	TDH-3610	
1631-1635	GM Coach	1946	TD-3609	
1636-1637	GM Coach	1947	TDH-3610	Ex Pasadena City Lines
6613	GM Coach		TD-3609	Ex San Jose City Lines, swapped for 1621

Note: All coaches have "Michigan Marker" lights.

LINCOLN BUS LINE (LBL): Correspondent ROBERT HIGGINBOTHAM reports that LBL, a Stockton area suburban operator, has petitioned the Public Utilities Commission for permission to establish a new route between Stockton and Sacramento, via Rio Vista, Isleton and Walnut Grove. LBL is also to become a part of the STOCKTON METROPOLITAN TRANSIT DISTRICT.

THE MUNI MONTH BY CAMERON BEACH

The date on which the cable cars are to be replaced by motor coaches is now definitely set for March 21st. During a period of approximately 40 days, all machinery in the power house will be replaced and the cars themselves will be rehabilitated. When the new equipment is installed, the city will build a visitors' gallery in the power house, so that the system can be observed in operation.

The Contra Costa Coundy Board of Supervisors, in a resolution dated February 25, 1965, requested the BAY AREA RAPID TRANSIT DISTRICT to refrain from acquiring any local transit system. The county does not want to pay taxes to offset the present SFMRy $7.5 Million annual loss; the county would be required to do so if SFMRy is merged into BARTD.

From Fleet Owner magazine, comes word that the bus that is being designed for SFMRy, will have a Flxible body, Mack engine, airconditioning and a two-way radio.

LOCATIONS OF DIVISIONS: Following is a list of terminal and overhaul locations, out of which SFMRy transportation operations operate.

Name of Location	Location	Area	Function
Geneva Carhouse	Geneva & San Jose Aves.	S-Cent.	PCC-Streetcar Division
Kirkland Garage	Powell & Beach Sts.	N-NE	Motor Coach Division
Potrero Trolley Coach House	Mariposa & Bryant Sts.	E-Cent.	Trolley Coach Division
Presidio Trolley Coach Yard	Presidio Ave. & Geary Blvd.	N-Cent.	Trolley Coach Division
Utah	24th & Utah Sts.	E-Cent.	Overhaul Shops
Ocean Garage	San Jose & Ocean Aves.	S-Cent.	Motor Coach Division
Elkton Shops	San Jose & Ocean Aves.	S-Cent.	Overhaul Shops
Washington-Mason	Washington & Mason Sts.	NE-Cent.	Cable Car Division

CALIFORNIA CAPITULATIONS (CONTINUED):

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT (ACCTD): ACCTD will request bids for an additional 30 new buses, sometime this year. This year's new buses were delivered without the traditional "chocolate mustache", which is painted on the front of coaches, just below the windshield, the area on the new buses being white. In addition, the "chocolate mustaches" are "being shaved-off" coaches of the TDH-4516 (400 series) and TDH-5301 (500 series) types, these being repainted with an additional white area.

ACCTD's last gasoline powered bus to operate on District lines, was coach No. 2501, a 1947 Mack C-41GT. The bus was decorated with a face and tears for a farewell message, "To my many friends, good bye." The coach was last used on February 4, 1965 on Coach Run 63 on Line 43--BERKELEY-OAKLAND-FOOTHILL BLVD., with operator HARRY W. GRIMES behind the wheel. Passengers were presented with souvenir tickets, carrying a photo of the bus, and a record that it was the end of gas powered transit. ACCTD now

CALIFORNIA CAPITULATIONS--ACCTD (CONTINUED):

has an all diesel fleet of 638 buses, 340, of which, are of the "New Look" design.

A new passenger shelter (ACCTD's fourth) has been erected at Castro Valley Blvd. and Redwood Road, in Castro Valley; it serves transbay Line R--SAN FRANCISCO-HAYWARD, eastbay Line 80--HAYWARD-OAKLAND and neighborhood Line 91--CASTRO VALLEY-HAYWARD.

ACCTD is now testing a two-way radio on coach No. 700, a GMC TDH-4517 fishbowl, as the result of recent rowdyism and robberies. On two occasions, a Richmond area driver drove a busload of rowdy high school students to a local police station; on another occasion, a driver was killed during a hold-up.

ATCHISON, TOPEKA & SANTA FE, SOUTHERN PACIFIC (AT&SF, SP): On March 3rd, AT&SF and SP were granted permission to eliminate one train apiece in the San Joaquin Valley. This affects certain bus connections as follows: SP train, THE OWL, operating between Oakland and Los Angeles, using WESTERN GREYHOUND LINES buses between San Francisco and Oakland, whenever patronage is sufficient; normally, a taxi is used. AT&SF will eliminate one round trip on its "GOLDEN GATE" operations, eliminating trains 60 and 63, operating between Bakersfield and Richmond. This means that SANTA FE TRANSPORTATION CO., which operates connecting service between Richmond and San Francisco, using buses B-153 thru B-159 (GMC PD-4104's), will also reduce their service by two round trips. On the other end of the line, SFTC will cut two round trips on the Los Angeles-Bakersfield connecting service, leaving only one round trip. The two round trips that connected with trains 60 and 63 usually used buses B-101 or B-112, which were 37-seat, 1947 ACF-Brill IC-41's, which had been rebuilt with restroom, and which are probably the last regularly used in California, of this once common bus--they will be missed. Modern GMC model PD-4106 coaches, with 38 seats, and a restroom, and numbered B-114 thru B-118, will operate the remaining round trip.

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GLENDALE CITY LINES TRANSITIANA SALE:

Still available for sale are the list, below, of miscellaneous materials from GLENDALE CITY LINES, which went out of business in November, 1962. Proceeds from the sale of the material go toward UTB's equipment preservation program:

(1) Hat badges, metal, blue and orange, $1.00 each.
(2) Transfer and ticket punches, chrome plated, $2.50 each
(3) Bus stop signs, steel, tri-arc shape, yellow baked enamel finish, with black lettering, mint condition, $1.00 each.
(4) Time table cards, about 10" x 16" with GCL name, picture of bus, and words "time table", and blank area for listing of schedule.
(5) Johnson single-barrel type money changers, metal, token barrels only, $1.00 each
(6) Assorted transfers, tickets and school tickets: Transfers, 6 colors: Burbank-E. Glenoaks & Alameda-Rosmoyne Lines, Orange GT-1, White GT-3; Atwater-E. Broadway Line, Green GT-1, Brown GT-3; Victory-E. Colorado Line, Pink GT-1, Yellow GT-3; books of 100, 25¢ each. Yellow 40-ride school tickets @ 25¢ each; GT-6C, 34¢ cash fare ticket, GT-6T, token & 12¢, GT-9C 23¢ cash fare ticket, GT-9T token & 6¢ fare ticket, books of 50, @ 25¢ each; 17, 24, 31, 38, 45, 52¢ fare reciept, GT-7, book of 50 & duplicate @ 25¢ each. Set of 7 transfers and 6 tickets @ 25¢ per set.

SCRTD RTD REPORT BY DAVID P. LANDES

LONG BEACH SERVICE REROUTED:

Effective March 14 lines between Los Angeles and the L. A. Harbor area will be rerouted to reflect changing patronage patterns. Line 33--LOS ANGELES-COMPTON-LONG BEACH-SAN PEDRO will be changed to operate via its present route to Long Beach Blvd. & Greenleaf Ave. From there, all coaches will run via Long Beach Blvd., Artesia Blvd., Alameda St., and the former Line 33B route to Wilmington(Avalon Blvd. & B St.). The Line 33A route from Long Beach Blvd. & Greenleaf Ave. into Long Beach will be discontinued and riders will transfer to Line 66--HUNTINGTON PK.-LONG BEACH-SAN PEDRO for this ride. The Line 33B route from Wilmington to San Pedro will also be discontinued.

Line 37--SAN PEDRO-WILMINGTON-LOS ANGELES-FREEWAY FLYER Sunday headways will be reduced from two hours to eighty minutes; in addition, local service along Avalon Blvd. between Artesia Blvd. and Wilmington will be instituted. Local passengers will now be carried between Wilmington and San Pedro to replace the former Line 33B service.

Line 36--LONG BEACH FREEWAY FLYER will have an additional owl run added, leaving Long Beach at 12:15AM., and Los Angeles at 1:15 AM. Line 66 will have added rush hour service.

RACE TRACK SERVICE EXPANDED:

Sometime in January service was begun between Long Beach and Santa Anita Race Track. Running time is one hour. 6700 class(GMC TDH-4507) coaches are being used.

NEW FREEWAY FLYER TO BEGIN OPERATION:

A new express service between Rossmoor Leisure World and Los Angeles will begin when Line 120--LOS ANGELES-LEISURE WORLD FREEWAY FLYER starts operation. The coach will leave Rossmoor at 9:30AM. and Los Angeles at 6:30 PM.; running time will be fifty minutes. The line will run through the center of Leisure World rather than stopping at the main gate.

On March 2 Line 124--LONG BEACH-ANAHEIM-FULLERTON was changed so that one tripper between Long Beach and Rossmoor in each direction operate into Rossmoor rather than stopping at the main gate.

CIVIC CENTER SERVICE TO BE CHANGED:

On April 18 Lines 5--HAWTHORNE BLVD.-UNION STATION and 44--BEVERLY-WEST ADAMS will be changed to give greater convenience to Civic Center workers. Line 5 will run via Broadway, Temple St., Alameda St., and Macy St. to Union Station, to serve the new Federal Bldg. at Temple & Los Angeles Sts.

Line 44 will be rerouted to operate via First St. and Beverly Blvd. instead of the former route via Second St. 44 Express coaches will run inbound via Hope and First Sts. and outbound via First St. and Grand Ave. This change will provide better service to the new Music Center and to the L. A. Dept. of Water & Power Bldg. at First & Hope Sts.

EQUIPMENT ASSIGNMENT CHANGE:

Coaches 6597-6599 have been moved from Division 4 and 5 to Division 7. They are equipped with 7-N headsigns(see TB 1-65).