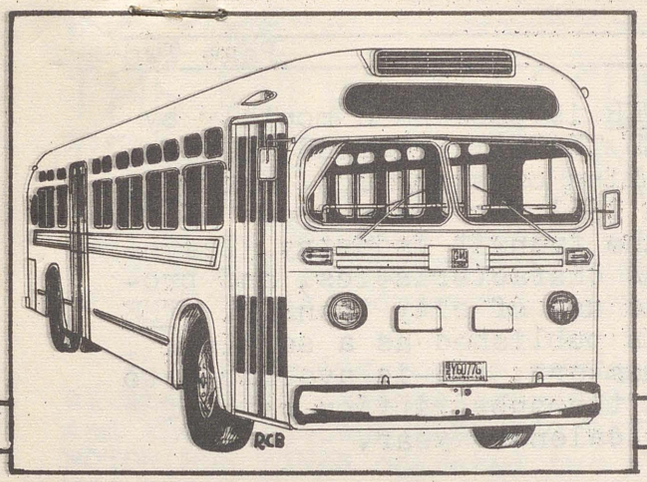


THE BOOSTER

Monthly Publication of The United Transit Boosters

'Dedicated to Better Transit'

Vol. 3, No. 3 March, 1965 Eight Pages

NEW YORK

The NEW YORK CITY TRANSIT AUTHORITY recently took delivery of the last of 165 new buses, from the Flxible Co., of Loudinville, Ohio. The new buses, numbered 5001-5165 are of the F2D6V-401-1 type. The green and silver coaches have been assigned to the Flatbush Depot, in Brooklyn.

In rapid transit news, the NYCTA awarded a contract for 200 subway cars to be purchased from the St. Louis Car Co. (St. Car Division of General Steel Industries), at a cost of $22.6 Million. The cars are to be of stainless steel and high-tensil steel construction, and will generally be similar in appearance to the all stainless steel cars that NYCTA has been receiving from The Budd Company.

CHICAGO

The CHICAGO TRANSIT AUTHORITY has taken delivery on the first of 240 new model F2D6V-401-1 transit coaches. To be numbered 3000 thru 3239, the new buses are painted in CTA's new colors of mint green and off-white. They are to be delivered at the rate of 12 per week, until about mid-July. Upon completion of the delivery of the latest new buses, which are being built by the Flxible Co., CTA will have a fleet of 841 "new look" coaches. The buses will replace a similar number of older diesel coaches, some of which are pre-war models. The new buses feature back-lighted car cards.

DENVER

The DENVER TRAMWAYS CORP. has petitioned the Colorado Public Utilities Commission to raise its basic fare to 30¢. Present fares are at the 25¢ level, having reached that height as the result of a temporary PUC order, issued last year, raising fares from the previous 23¢ level. DTC officials stated that 16 of the 29 routes that they presently operate, are run at the below profit level.

DTC also wishes to reduce service on nights, Sundays and holidays, to further avoid loses. DTC also desires to increase express service on two express lines, 8--UNIVERSITY HILLS EXPRESS and 14--EAST COLFAX AVENUE EXPRESS; also to increase minimum fares on these lines.

KENNER

Kenner, Louisiana, a suburb of New Orleans, now provides a municipal bus service, with an out-dated school bus. With a $49,000 Federal grant, toward a total price of $73,000, the city plans to purchase two new diesel buses, a garage, fare boxes and bus stop signs. The present route travels through the city, terminating at the Morrisant Airport in Kenner, and connecting with the LOUISIANA TRANSIT CO's. route to New Orleans. Kenner was one of the first cities to receive aid under the Urban Mass Transportation Act of 1964

UTB CLUB NEWS *etc.*

MEETING NOTICE:

The April meeting of the UNITED TRANSIT BOOSTERS will be held on Sunday, April 11, 1965, and will be conviened at the usual time and place, the studio-auditorium of the Gary-Knause Apartments, 245 South Lucas Ave. at 7:30PM The dates for the regular meetings for the remainder of the year are as follows: May 9; June 13; July 11; August 8; September 12; October 10; November 14; and December 12; all dates, of course, are for 1965. All 1965 meetings will be held at the above time and place, unless notice is received to the contrary. For those of us who have difficulty in remembering dates, it may be easier to recall that our meetings occur on the second Sunday in each month.

To reach any 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 meetings are held is located on the northwest corner of Miramar and Lucas.

SPRING HIATUS:

Effective with this issue of THE BOOSTER, your editor will be taking a three-month leave of absence from the publication staff, as well as from his duties as General Manager of the UNITED TRANSIT BOOSTERS. This does not indicate a lessening of his interest in the organization or this publication, but simply a necessity to spend more time on his school work, which, unfortunately, ha s been suffering.

In the interim, publication efforts will be under the able direction of Acting Editor, Ed Buckley (who is back with us, having been spared the necessity of Army life). U.T.B. responsibilities have been delegated to Dave Landes, who has been appointed Acting General Manager. Best of luck, men, we know you will do a good job.

A TYPOGRAPHICAL POSY to your editor's Mother, Mrs. Jane F. Squier for helping to proof-read this mess, and to Shirley Weiner, the wife of the Circulation Manager, for helping to staple the copies together, and mail them out. --GLS

THE BOOSTER is published monthly by the UNITED TRANSIT BOOSTERS, a non-profit making organization, established in 1963 for the purpose of backing the transit industry, learning of its characteristics, and promoting the use of city transit. THE BOOSTER is published as a service, free to members; and is available to others at the subscription rate of $2.00 per calendar year.

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THE MILWAUKEE & SUBURBAN TRANSPORTATION CO.

BY DOUGLAS TRAXLER

(Ed. Note: Below we present a roster and some miscellaneous notes on the MILWAUKEE & SUBURBAN TRANSPORTATION CO., compiled by UTB member DOUG TRAXLER. Doug is a driver for the M&ST, the Milwaukee area's major operator.)

The following roster represent a substantial portion of the trolley coaches and motor coaches operated by the MILWAUKEE & SUBURBAN TRANSPORTATION CO. and the MILWAUKEE ELECTRIC RAILWAY & TRANSPORT COMPANY. The WISCONSIN MOTOR BUS LINES operated two city lines and all intercity operations of the MERy&TC. City buses were painted light and dark green, while the intercity buses were yellow with green stripping. The buses were always numbered in the same series as equipment of the TMER&TCo, so that renumbering was not necessary, when operations were consolidated, about 1949 or 1950. WMBL was always owned 100% by TMER&TCo., but had it's own fares and transfers, which were not interchangable with the rest of the system, although in later years, a pass good on both systems was available at extra cost. The last of the former WMBL buses were finally repainted in the familiar orange and cream of the major system in 1961 or 1962.

Regarding the intercity operation of WMBL, many of the lines (though not all) came into being upon abandonment of interurban railway lines; most of the bus lines were later sold to NORTHLAND GREYHOUND LINES. Most of the former WMBL lines are now operated by WISCONSIN COACH LINES (formerly WAUKESHA TRANSIT LINES.)

TROLLEY COACHES:

Coach Numbers	Builder	Model Numbers	Year Built	Seats	Notes
50-79	Twin Coach		1936	41	
80-123	St. Louis Car Co.		1937	41	
124-163	Yellow Coach	1208-?	1938	41	
164-173	Twin Coach		1939	41	
174-228	Pullman-Standard		1940	41	274-308 built early 1942, 309-323 late 1942, war models, no chrome
229-273	St. Louis Car Co.		1941	41	
274-323	Pullman-Standard		1942	41	
324-349	Marmon-Harrington	TC-44	1947	44	
350-423	Pullman-Standard	TC-44	1948	44	
424-449	Marmon-Harrington	TC-44	1948	44	
515-539	Marmon-Harrington	TC-44		44	Ex ITC 676-702
540-549	Marmon-Harrington	TC-48		48	Ex ITC 703-712
550-564	Marmon-Harrington	TC-48	1948	48	Ex ITC 766-780, believed to originally have been delivered to Cincinnati
565-589	Marmon-Harrington	TC-48		48	Ex ITC 741-765
ITC663-675	Marmon-Harrington	TC-44		44	Delivered to M&ST but not rebuilt; used for spare parts.

ITC-INDIANAPOLIS TRANSIT COMPANY

NOTES: Coaches No's 540 thru 589 officially removed from service on February 3, 1964, although some were seen in service after that date, and shipped to Mexico City, where they are operated now, with their old numbers being prefixed with a "3".

The Indianapolis coaches were purchased in 1957.

TM&STCo (CONTINUED):

MOTOR COACHES:

Coach Numbers	Builder	Model/Serial Numbers	Year Built	Notes
891-921	Twin Coach	34-SW/1-31	1947	WMBL
922-933	Ford		1945	Out of service
934-973	GM Coach	TGH-3207/026-027, 064-100, 151	1947	All came at same time, all out of service
974-984	Twin Coach	34-SW/32-42	1947	WMBL
1000-1024	Twin Coach	34-SW/73-97	1947	
1025-1074	Twin Coach	34-SW/98B-147B	1948	
1075-1096	Twin Coach	41-SW/1-22	1949	
1195-1199	GM Coach	TD-4007/240, 241, 243, 242, 246	1946-?	Ex ITC, purchased in 1957
1200-1240	GM Coach	TDH-4511/001-041	1950	Similar to TDH-4509, except 102" wide.
1241-1319	GM Coach	TDH-4511/042-120	1951	
1320-1340	GM Coach	TDH-5105/262-282	1953	
1341-1378	GM Coach	TDH-5105/947-984	1954	
1379-1403	GM Coach	TDH-5105/1652-1676	1955-6	
1404-1433	GM Coach	TDH-5105/2474-2503	1956-7	
1434-1463	GM Coach	TDH-5105/3104-3133	1958	
1464-1483	GM Coach	TDH-5105/3611-3630	1959	
1484-1503	GM Coach	TDH-5301/1610-1629	1960	
1504-1586	GM Coach	TDH-5301/3555-3637	1962	
1601-1675	GM Coach	TDH-5303/1107-1181	1963	
1701-1730	GM Coach	TDH-5303/2025-2054	1964	
1751-1760	GM Coach	TDH-5301/1531-1540	1960	Ex TRI-BORO COACH CO. 771-780
1761-1770	GM Coach	TDH-5302/088-097	1960	Ex T-BCCo 731-740

Notes: A few of the TDH-4511's had air-ride installed on the front end, in addition to the steel springs, to see if it would help to soften the ride. Some of the Twin Coach 34-SW's were also modified in this manner. Although I could see no improvement in the 4511's, it seemed to help quite a bit on the Twins.

Regarding coaches 1751-1770, they have been purchased second-hand from the TRI-BORO COACH CO., in New York City. As of the 1st of March, only a few had arrived thus far. They were coming in quite slowly, due to very bad weather in the east. Consultation with the shop forman produced the renumbering given above. This is the intended plan, however there is no guarantee that will come out this way, because, none of the 5301's have arrived, so that we cannot be sure that they are coming from the same company as the 5302's, some of which are already here. Except for 1195-1199, purchased from the INDIANAPOLIS TRANSIT COMPANY, in 1957, the 5302's are the first narrow buses purchased since 1947. We were all surprised to see them arrive here.

Under the present company plan, the remaining trolley coach lines are to be converted this summer. Another large group of TDH-5303's will probably be purchased for the purpose of replacing the trolley coaches.

The M&STCo is the only property to ever get any of GMC's model TDH-4511 coaches. This is the wide (102") version of the 45-passenger model that was produced between 1949 and 1953, the standard narrow version (96" wide) was the TDH-4509. GMC also produced another wide version of the 4509, the TDH-4510, of which the NEW YORK TRANSIT AUTHORITY got 500, and the PACIFIC ELECTRIC RAILWAY got one.

NOTES ON THE COLLECTION OF TRANSFERS PART II

BY WILLIAM T. WOOTTON

The following is a list of transfers that were issued by the LOS ANGELES METROPOLITAN TRANSIT AUTHORITY, upon the demise of that operation in November of 1964. The SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT has, since this time, made a few changes, however these are not included in the present study

TRANSFER FORMS--LOCAL LINES: Below is a list of "line transfers" which were issued by the Los Angeles "local" lines. Most of these lines are former LOS ANGELES TRANSIT LINES' major trunk lines, but a few are former METROPOLITAN COACH LINES' local lines that operated in the central and western part of the city.

Form No's	Lines Issuing
T-2, I, O	2--BROOKLYN & HOOPER
T-3, I, O	3--WEST 6TH & CENTRAL
T-4, I, O	4--MELROSE-WEST OLYMPIC, 76--BEVERLY HILLS-U.C.L.A.-PACIFIC PALISADES
T-5, I, O	5--HAWTHORNE-UNION STA.
T-6, I, O	6--S. VERMONT-HIGHLAND PK.
T-7, I, O	7--S. BROADWAY-EAGLE ROCK
T-8, I, O	8--W. 54TH-N. MAIN
T-9, I, O	9--W. JEFFERSON-HUNTINGTON PK.-SOUTH GATE-HOLLYDALE
T-12, I, O	12--W. WASHINGTON-N. BROADWAY
T-18, I, O	18--E. JEFFERSON-COLISEUM
T-25, I, O	25--W. 9TH-N. FIGUEROA
T-26, I, O	26--W. PICO-E. 1ST
T-27, I, O	27--VERNON-SANTA BARBARA-LA CIENEGA
T-28, I, O	28--WHITTIER-W. 3RD
T-29, I, O	29--SAN PEDRO-W. 7TH
T-31, I, O	31--HOLLYWOOD-PASADENA
T-39, I, O	39--L.A.-GLENDALE-BURBANK
T-41, I, O	41--ALVARADO
T-42, I, O	42--TEMPLE
	83--SUNSET-WILSHIRE

Form No's	Lines Issuing
T-44, I, O	44--BEVERLY-ADAMS*
T-47, I, O	47--WHITTIER-E. 4TH
T-49, I, O	49--SAN PEDRO-S. FIGUEROA
T-50, I, O	50--FLORENCE-SOTO
T-54, I, O	54--SOUTH GATE-MANCHESTER-INGLEWOOD
T-75, I, O	75--VENICE-ECHO PARK
T-84, I, O	84--WESTERN
T-85, I, O	85--CRENSHAW-VINE-LA BREA
T-85-LB, N, S	85--CRENSHAW-VINE-LA BREA
86	86--L.A.-BURBANK-N. HOLLYWOOD-CANOGA PARK
89-I, 89-O	89--FAIR FAX-HOLLYWOODLAND-WESTERN & FRANKLIN
91-I, 91-O	91--HOLLYWOOD
92, O, I	
93-I, 93-O	93--L.A.-VAN NUYS-PACOIMA
	94--SANTA MONICA
T-95, I, O	95--VERNON & VERMONT
T-177	177-DODGER STADIUM SPECIAL
T-HP	HOLLYWOOD PARK SPECIAL

*-The number "11" also appeared on the T-44 forms, as the ADAMS portion of the line was known by that number for a time after consolidation.

LOCAL GROUPED LINES FORMS:
The following forms were issued by lines not issuing "line transfers." TM-1: 46, 72, 77; TM-2: 30, 32, 43, 65, 78; TM-3: 10, 73, 96; TM-5: 21, 24, 35, 81.

GROUPED LINES FORMS--GEOGRAPHICAL AREAS: Suburban area transfers. CT-2, CROSSTOWN, Lines 111, 112, 113, 114, 115, 116, 117; JT-9, GLENDALE, Lines 19, 56; JT-13, REDONDO LINE, Lines 13, 51, and 75 for 13 only; GB-1, GLENDALE-BURBANK, 20, 22, 24, 31, 39; SB-1 SOUTH BAY, 5, 101, 102, 103, 104; SF-3 (Zones 2-7), SF-4, (ZONES 2-7) SAN FERNANDO VALLEY, 14, 15, 16, 24, 35, 74, 81, 86, 90, 93; TMT-2, MOTOR TRANSIT, 53, 58, 59, 60, 61, 62, 63, 64, 68, 69, 71, 79, 92, 124, 125, 127; TN-1, NORTHERN DISTRICT, 11, 17, 52, 53, 58, 59, 60, 61, 62, 63, 64, 67, 68, 69, 70, 71, 79, 92; TR-2, RIVERSIDE LOCAL, 59, 60, 62, 99; TS-5, SOUTHERN DISTRICT, 33, 34, 36, 37, 55, 66, 92; TW-1, WEST BEACHES OUTER ZONE, 4, 44, 75, 76, 83, 91, 93, 94.

CALIFORNIA CAPITULATIONS

BY WARREN F. QUON

FRESNO MUNICIPAL LINES (FML): As part of the new schedule and route changes that went into effect on February 15th, FML sponsored a "Ride A Bus Week." The purpose of the promotion program was to show Fresno citizens what a good means of city transportation that FML actually is. To kick-off the celebration, the mayor and city councilmen were to take a bus tour of the town. JERRY NICKELSON, FML General Manager, arranged to have a bus ready, complete with coffee and doughnuts, for the tour, but not one official showed up--they had all forgotten.

FML's new schedule is a bold one, which adds over 320 daily scheduled miles to the system, in hopes of attracting new business by serving new areas. Line 8--CEDAR AVE.-MANCHESTER CENTER is a brand new line, and is of the crosstown variety--a type of line that is not ordinarily seen in small cities (e.g. in most small cities, all lines traverse the downtown area) and is the second attempt that FML has made in instituting a crosstown service. On the first occasion, an east-west line was operated on Shields Avenue; it failed to attract much patronage. Mr. Nickelson hopes that, due to the number of schools along Cedar Ave., and the Manchester Center, Fresno's largest suburban shopping center, which the line serves, many riders will be attracted. Coaches numbered 5306 and 5307, 36-seat GMC TDH-3612's, are assigned to Line 8, and mark the first regular use of these coaches in years. All other lines are equipped with model TDH-4509, 4512 and 4517 GM Coaches. The TDH-3612's had been used for school trippers; while model TDH-3610's were used for driver relief. Former FML GMC TDH-3610's No's 4801 and 4802 were seen in El Paso, Texas, last summer, by UTB member, ED BUCKLEY. The coaches are now owned by COUNTRY CLUB BUS LINES, an El Paso area suburban operator. Regarding Line 8, drivers that we have talked to inform us that the hoped-for school business has not materialized, and that the line also has no busy hour; three to four passengers in each direction being the normal load. The driver that we rode with had made two round trips without having to use his changer. It would appear that the no-crosstown-lines-in-small-cities rule would be valid in Fresno.

Along with the schedule changes, most of the lines were rerouted. This rerouting consisted of terminal switching, in some cases, and the actual use of new streets, in others. Route changes are summarized in the table, below. The three lines that had changes in their streets traversed, are shown on the map on the next page, other routes are the same as the map that appeared in the June, 1964 issue of this publication.

LINE NO.	LINE NAME	PORTIONS OF OLD LINES	EXTENSIONS AND REVISIONS
1	RECREATION-WISHON-FRESNO STATE COLLEGE	1-WISHON-FSC, RECREATION PORTION OF 5-MODOC-DUNN-RECREATION	LARGER F.S.C. LOOP
2	WEST AVE-PINEDALE	2-WEST AVE.-PINEDALE	NO ROUTE CHANGE
3	CALIFORNIA-EAST BELMONT	3-CALIFORNIA-EAST BELMONT	BELMONT LOOP ENLARGED
4	EAST TULARE-NORTH FRUIT	4-EAST TULARE-NORTH FRUIT	NO ROUTE CHANGE
5	MODOC-DUNN-N.FRESNO-FRESNO STATE COLLEGE	MODOC DUNN END OF 5-MODOC DUNN-RECREATION AND NORTH FRESNO ST PORTION OF 6-HAZELWOOD-AIRPORT.	UP NORTH FRESNO ST., OVER BARSTOW ST. AND SERVES FRESNO STATE COLLEGE FROM NORTH END
6	HAZELWOOD-EAST PRINCETON	6-HAZELWOOD-AIRPORT AND BLACKSTONE AVE PORTION OF 1-A-FRESNO STATE COLLEGE	OPERATION TO FRESNO AIRPORT ELIMINATED, FRESNO ST ROUTE EXCHANGED FOR A BLACKSTONE AVE AND SAN PABLO AVE ROUTE, TO SERVE FRESNO CITY COLLEGE
7	MAYFAIR-"C" ST.	7-MAYFAIR-"C" ST.	NO ROUTE CHANGE
8	CEDAR AVE-MANCHESTER CENTER	NEW ROUTE	SERVICE ALONG CEDAR AVE., BETWEEN JENSEN AND DAKOTA, AND ALONG DAKOTA AVE., BETWEEN CEDAR AND BLACKSTONE

CALIFORNIA CAP
FML public
DRAWN BY GL SAUER

LIFORNIA CAPITULATIONS--FML (CONTINUED):

FML public timetables have taken on a new format, with the system map and schedule being replaced by individual schedules. The format is similar to that of the SACRAMENTO TRANSIT AUTHORITY's schedules, which include a front page route map, a listing of the transfer connections, fare information and coach run numbers shown on the schedules. The schedules are an improvement over the old ones, because there are now many more timepoints shown, both downtown and at the outer terminals.

February 15th service changes include the following:

1--RECREATION-WISHON-FRESNO STATE COLLEGE: Weekday rush hour service upped from 30 minutely to 20 minutely. Saturday headway of 30 minutes on the entire line.

2--WEST AVE.-PINEDALE: Weekday base headway increased from half hourly to hourly

3--W. CALIFORNIA-E. BELMONT: No schedule changes--continues on 30 minute weekday, 45 minute Saturday and 90 minute Sunday headways.

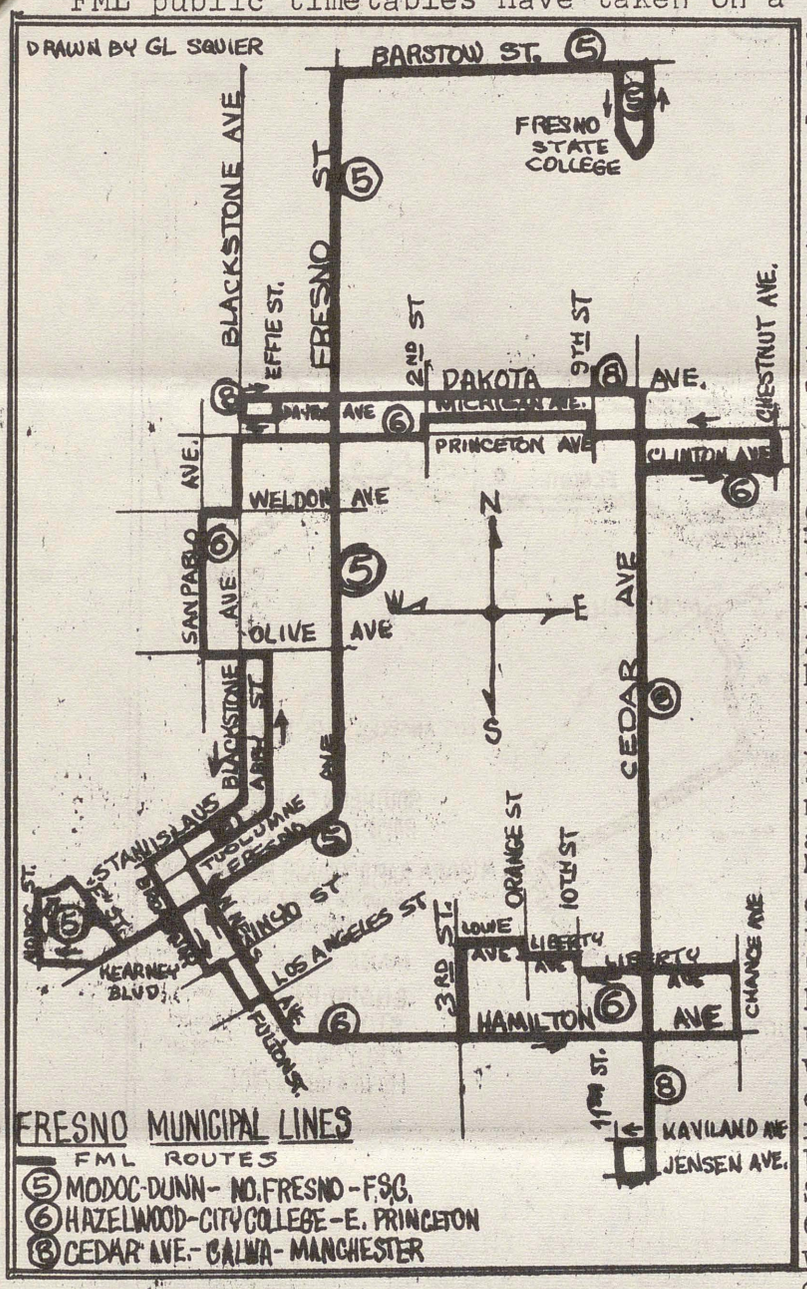
4--E. TULARE-N. FRUIT: No schedule changes; headways are identical to those of Line 3, above.

5--MODOC-DUNN-FRESNO STATE COLLEGE: Modoc-Dunn leg continued on 30 minute headway, daily except Sundays, when it is hourly; the F. S. C. end has a 30 minute Monday-Friday rush hour headway and an hourly base headway, Monday-Saturday. No Sunday service is operated.

6--HAZELWOOD-E. PRINCETON: Headways remain the same; 30 on weekdays, 45 on Saturdays, and 90 minutely on Sundays.

7--MAYFAIR-"C" ST.: Monday through Saturday schedules are on half-hourly headways, while Sunday hourly service remained the same.

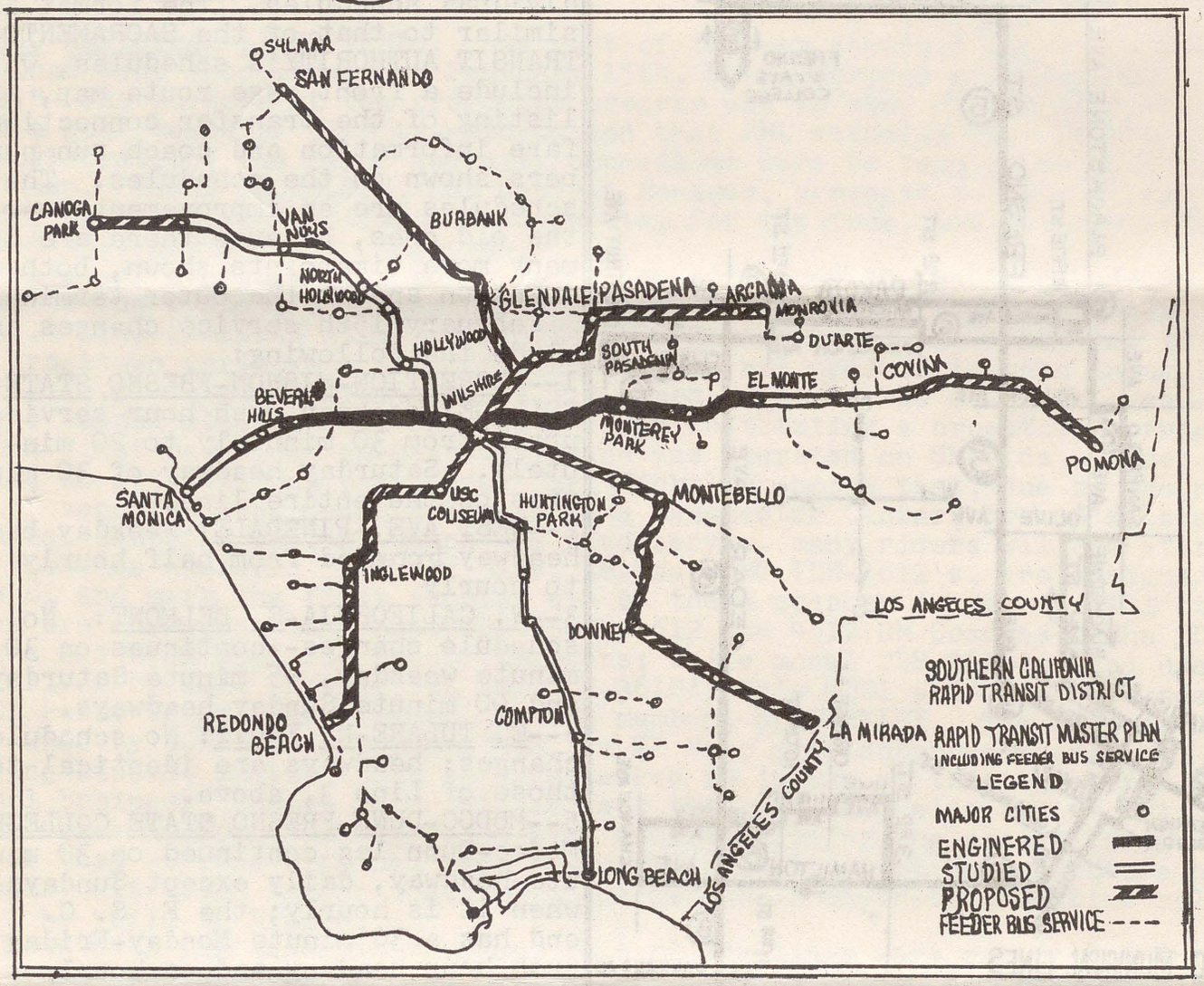
8--CEDAR AVE.-MANCHESTER CENTER: Weekday and Saturday rush hour service is half hourly, with hourly base service. The route is extended from California and Cedar, its normal "base" terminal, to Cedar and Jensen during school-day rush hours only, to serve a school at Cedar and Jensen.



STOCKTON METROPOLITAN TRANSIT DISTRICT (SMTD): In March, SMTD ordered 16 new buses from the Truck & coach Division of General Motors. Ten will be 35-passenger models (probably TDH-3501's) @ $155,712, three will be 41-passenger models, equipped for local and intercity service (probably SDM-4502's) @ $82,244, while the last three will be 45-passenger city coaches (probably TDH-4519's) @ $79,042. The coaches are to be delivered by early September.

SCRTD RTTD REPORT

BY DAVID P. LANDES ★ ★



SCRTD UNVEILS RAPID TRANSIT PLANS:

On March 3 the SCRTD announced part of its rapid transit plans for Los Angeles. The main emphasis in the presentation was that Los Angeles is being strangled by the increasing number of cars on the streets. They feel that the only feasable solution to the problem is to build a modern rapid transit system to supplement the present and projected freeway network. The District also repeated its call for tax support for building the system.

REPAINTED COACHES:

These coaches have been repainted since our last list:2030, 2105, 2147, 2178, 2324, 2332, 2346, 2361,2944, 5181,5183, 5208, 5209, 5210, 5212, 5236, 5247, 5307, 5314, 5511, 5522, 6500, 6506, 6507, 6509, 6510, 6511, 6512, 6520, 6545, 6554, and 6576. Due to an oversight, 2392, 2918, and 6547 were listed as repainted when in fact they are not.

HELP SAVE THE 6608-KEEP THOSE CONTRIBUTIONS COMING!