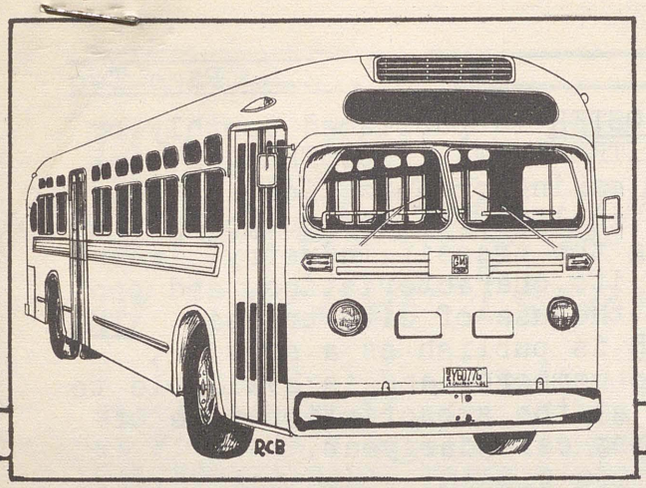


THE BOOSTER

Monthly Publication of The United Transit Boosters

'Dedicated to Better Transit'

Vol. 3, No. 5 May, 1965 Eight Pages

EL PASO

The City Council of El Paso, Texas voted to grant a franchise for the development of an El Paso-Juarez monorail system. Plans call for the construction of the line within the next two years. The monorail system would replace EL PASO CITY LINES Route 1--EL PASO-JUAREZ PCC car operation. On the safety side, EPCL received the American Transit Association Safety Award for Outstanding Improvement; this is Group III, for properties serving populations of 250,000 to 500,000.

ST. LOUIS

BI-STATE TRANSIT SYSTEM now has in operation, 120 new airconditioned buses. Although all 120 were produced by the Truck & Coach Division of General Motors Corporation, 50 are model TDH-5304's (96-inch width), while the remainder are TDH-5303's (102 inch width.) Thus BSTS now operates a total of 663 airconditioned coaches, the largest anywhere in the country.

A new fare structure--including a 30¢ basic fare, $3.50 weekly pass, 5¢ zones, and a 5¢ surcharge for express service was inaugurated on May 31st, to offset a continuing decline of riders, and increased costs from a new labor contract. While the basic fare was increased, the central fare area was doubled in size, and all transfer charges and bridge tolls were eliminated. Under the new plan, many riders will actually pay lower fares than had previously been the case under the former fare structure, which was established in October, 1963 (TB-8/63).

CINCINNATI

From correspondent HERBERT PENCE, JR., comes word that on May 9th, CINCINNATI TRANSIT COMPANY converted routes 4--KENNEDY HEIGHTS and 10--VINE-WOODBURN from trolley coach to motor coach operation, using 20 brand-new airconditioned G. M. Coach TDH-5303's. At this time, only Lines 53--AUBURN-CLIFTON and 61--CLIFTON-LUDLOW to PULLAN AVE., are weekday-only trolley coach operations. 15 trolley coaches are currently on the CTCo roster.

In other action, CTCo has applied to the City to eliminate 149 trips on Sundays, in the evening, and to eliminate Line Z--OAKLEY-CARTHAGE, a crosstown line. The alternative to the service cuts is a 30¢ basic fare, and a 5¢ zone and transfer charge, replacing the present 25¢ basic fare, 5¢ zone and 2 or 5¢ transfer.

OTTAWA

The OTTAWA TRANSPORTATION COMMISSION of Ottawa, Ontario, Canada, recently ordered eleven model TDH-5303 transit coaches from General Motors Diesel Ltd., of Canada. OTC will also erect ten passenger shelters at strategic locations in the city. The Commission is also considering the possibility of installing windows in buses, that can be rolled up and down, similar to such windows found in some post-war PCC streetcars.

Ottawa, Canada's fourth largest city, is located upstream on the Ottawa River from Montreal, approximately equidistant from Toronto and Montreal.

UTB CLUB NEWS etc.

The June meeting of the UNITED TRANSIT BOOSTERS will be held on Sunday, April 11, 1965, and will be convened at the usual time and place, in the studio-auditorium of the Gary-Knause Apartments, 245 South Lucas Ave. at 7:30PM.

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 meetings are held is located on the northwest corner of Miramar and Lucas, in the Crown Hill District.

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EDITORIAL COMMENTS: It has come to our attention that THE BOOSTER is being reproduced and distributed through unofficial channels--needless is to say that we are unhappy about this. We do not wish to offend any of our friends or subscribers, but we would like to see this procedure curtailed. We do not actually object to the distribution of any material printed herein, (indeed, the purpose of this publication is to spread transit news and information as widely as possible) but rather, we object (on general principles) to some people getting the benefits of our efforts without having to pay, while other people are financially supporting us. (Excluded from this discussion are sister publications with whom we have trade agreements.) It should be pointed out that THE BOOSTER is not a profit-making operation. We operate on a budget which is determined by UTB Memberships and subscriptions to THE BOOSTER. If those who are receiving THE BOOSTER through non-official sources would purchase a subscription, which costs $2.00 per calendar year (or purchase single issues for 25¢ each) we would be able to produce a bigger and better publication for all. It might be felt, by some eastern readers, that we carry too much California material. This is true, and is a matter of policy and future intention. We are a California oriented organization (although we don't think that this is the "end of the world") and we intend to stay that way! --G. L. Squier, Editor

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 publish 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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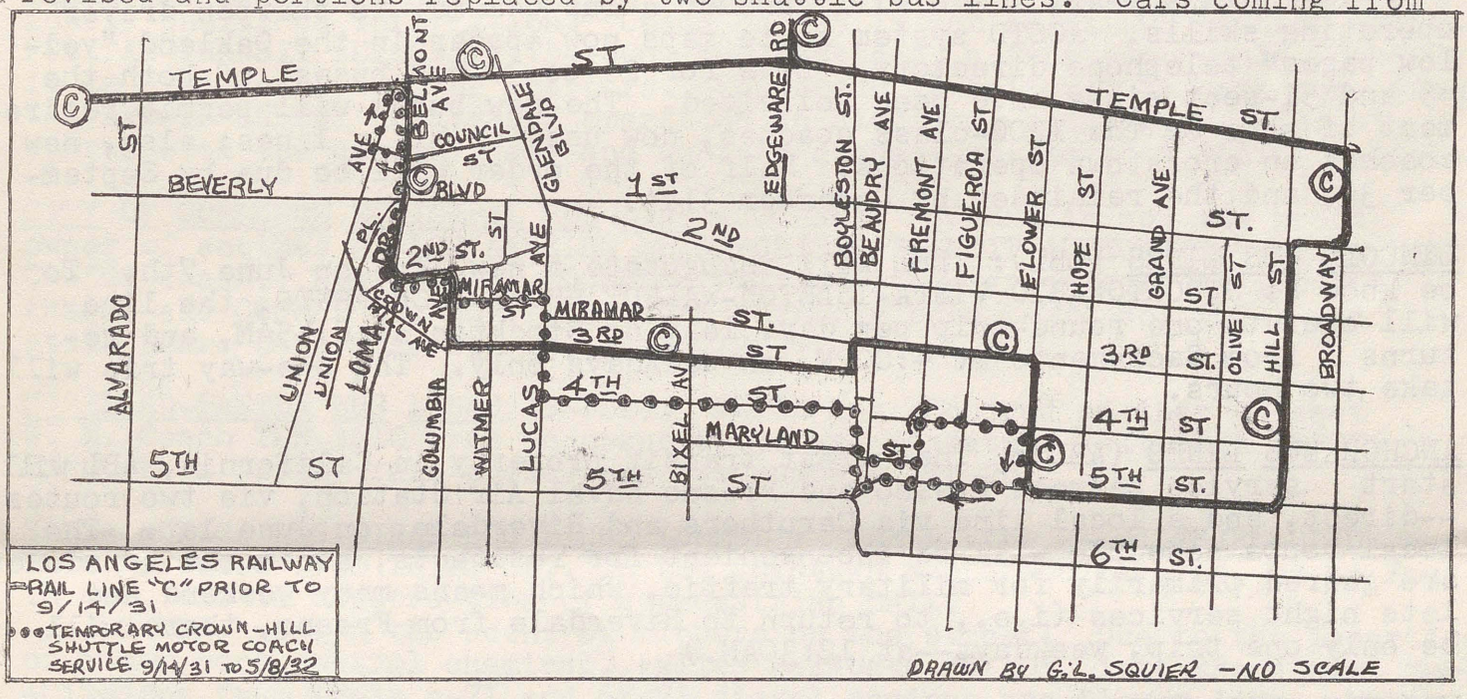
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When Buses Turned at Miramar & Lucas

by Lazear Isreal

Back in the early 1930's, the inner portion of West Third Street was served by street cars of LOS ANGELES RAILWAY's Line "C". This line started at Fountain & Edgemont (the present terminal of one leg of the SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT's coach Line 42) and operated via Fountain, Virgil, Clinton, Hoover, Temple, Belmont, Loma, 2nd, Columbia, 3rd, Boyleston, Miramar, 3rd, Flower, 5th, Hill, 1st, Broadway, and Temple to Edgeware. There, the line split, one leg continuing via Temple to Temple & Belmont, the other operating via Edgeware and Douglas to Douglas & Kensington.

Trackage on 3rd St., between Figueroa and Columbia, was removed from service late in 1931, in connection with a complete rebuilding of the street. Effective September 14, 1931, Line C's operation was thoroughly revised and portions replaced by two shuttle bus lines. Cars coming from



Fountain & Edgemont, instead of turning at Belmont, continued in Temple, then through town via Broadway, 1st, Hill, 5th, and Flower to 3rd & Flower, where the line was terminated. The Edgeware Road branch was replaced by a shuttle bus, although this was, in turn, replaced by a shuttle rail service, on March 16, 1932.

The second shuttle bus line served the Crown Hill area. Starting at Temple & Belmont, it operated inbound via Belmont, Loma, 2nd, Columbia, Miramar, Lucas, 4th, Boyleston, Maryland, Fremont, 4th, and Flower; then outbound via 5th, Boyleston, 4th, Lucas, Miramar, Columbia, 2nd, Loma, Belmont, Council, Union, and Temple to Belmont.

Regular rail service was restored on May 8, 1932. Line "C" was operated thereafter (until replaced on June 12th by rerouted Line L and new Line 2) much as it had been prior to September 14, 1931, except for the absence of the Edgeware branch and operation via the new alignment of 3rd St. But, for a few months, buses had run right past UTB's present meeting place.

CALIFORNIA CAPITULATIONS

BY WARREN F. QUON

NORTHERN CALIFORNIA TRANSIT DEMONSTRATION PROJECT (NCTDP): The NCTDP, a joint federally and locally financed project to coordinate East Bay and San Francisco transit services with the BAY AREA RAPID TRANSIT DISTRICT, is now under way. The year-long study has, as its major goals, the planning of local service routing to "feed" passengers to rapid transit stops, setting up fare and transfer structures and planning for the expedient handling of transferring passengers. The study also will include a proposed modernization of the SAN FRANCISCO MUNICIPAL RAILWAY.

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT (ACCTD): ACCTD has received a $134,000 federal grant, toward a $269,000 project to install 300 two-way radios on its buses. The radios will reduce hold-ups and vandalism , as all base and night service coaches will be equipped with radios. Radios will also enable dispatchers to more efficiently route buses, so as to maintain better on-time performance.

Again this year, ACCTD will conduct a Bus-O-Rama, to sharpen driver operating skills. ACCTD system route maps now appear in the Oakland "yellow pages" telephone directory. Bids for 25 to 30 nes buses, of both the 45 and 51-seat sizes have been solicited. The new buses will permit retirement of some of the 1200-class coaches, now used on hilly lines; also, new coaches on crosstown operations. Half of the order will be due by September 30, and the remainder by December 31st.

LINCOLN BUS LINES (LBL): LBL will inaugurate a new line on June 7th. To be know as STOCKTON-RIO VISTA-ISLETON-WALNUT GROVE-SACRAMENTO, the line will operate one round-trip per day, leaving Stockton at 8:45AM, and returns from Sacramento at 4:00PM, on weekdays only. The one-way trip will take two hours.

ANCHOR BUS LINES (ABL): The newest transit property in California, ABL will start service between Fresno and Fresno Naval Air Station, via two routes --direct, and a local line via Caruthers and Riverdale, on June 1st. The local route schedule will be inconvenient for residents, since the schedules are geared primarily for military traffic, which means many weekend and late night services (i.e., to return to Riverdale from Fresno, there will be only one trip, weekdays--at 12:30AM.)

WESTERN GREYHOUND LINES (WGL): WGL has modified more intercity G. M. Coach model PD-4103 coaches for the San Francisco Bay Area commuter service. Commute 4103's (which can be differenciated from intercity 4103's by the existance of a route sign, a fare box and a 9000, instead of a 7000-class number) in the following series: 9306-9310, 9314-9317, and 9323-9396. In an earlier report (TB-1/65) thanks to a typographical error, the latter group appeared as "9323-9306"--this was in error. Coach No. 9321, a G. M. Coach model PD-4151 "Silverside" one of two such coaches formerly used on the LONG BEACH-REDONDO BEACH-SANTA MONICA Line in Los Angeles, has been reassigned to the Bay Area, leaving 9322 as the only WGL Silverside in regular service south of San Francisco.

The latest in new equipment for WGL, are more MC-5 Challengers. Produced by Mercury Currier Industries, a GREYHOUND owned Canadian manufacturer, the newest coaches are numbered 2700-2749 and 2450-2489.

On June 16th, the famed and much-reissued "Folders 1-13" once again sallied forth from WGL's schedule department--this time in blue ink, also reflecting the addition of extra summer services.

CALIFORNIA CAPITULATIONS (CONTINUED):

WEST BAY RAPID TRANSIT AUTHORITY (WBRTA): The WBRTA (pronounced Wubruta?) an agency now planning a rapid transit system in San Mateo County, has appointed JOHN C. LILLY, former City Manager of Stockton, as General Manager of the Authority.

BAY RAPID TRANSIT COMPANY (BRTC): BRTC, which operates city and suburban service in the Monterey Bay Area, on or before April 25th, eliminated night service on Line 4--MONTEREY-CARMEL. Service is now provided between 8:00AM and 6:00PM, Sunday thru Thursday, and between 8:00AM and 11:00PM on Friday and Saturday. The line formerly operated between 8:00AM and 11:00PM daily; equipment usually consists of a TDH-4519 New Look coach.

SANTA BARBARA TRANSIT COMPANY (SBTC): The City of Santa Barbara has agreed to subsidize SBTC, with monthly payments of $1,808; payment will be retroactive to April 1, 1965. This action enabled SBTC to purchase two former LONG BEACH PUBLIC TRANSPORTATION CO. model TDH-3612 G. M. Coaches. Sold to SBTC were LBPTCo No's. 3613 and 3614.

SOUTH LOS ANGELES TRANSPORTATION COMPANY (SLATCo): In correction of previously published information: Coach No. 45 is not an ex-LOS ANGELES METROPOLITAN TRANSIT AUTHORITY TD-4506, but, instead, a front-door-only TD-4507; it is used primarily for charters. The coach is believed to have come from the ATOMIC ENERGY COMMISSION operation in Richland, Washington. The 45 sports both the company name and vehicle number--unlike most SLATCO vehicles.

CITY OF COMMERCE MUNICIPAL BUS LINE (COCMBL): COCMBL is now the proud owner of another ex-LOS ANGELES METROPOLITAN TRANSIT AUTHORITY 45-seat Mack C-45GT coach. Now bearing COCMBL's white, with a green belt rail paint scheme and COCMBL No. 307, the coach formerly bore LAMTA No. 5024, and still bears Mack's serial No. C-45GT/2734.

HIGHLAND-PATTON BUS LINES (H-PBL): H-PBL has acquired another 36-seat G. M. Coach TDH-3610 from an unknown (to us) operator, (although LBPTCo might be a pretty fair guess) and has numbered it 28.

SANTA MONICA MUNICIPAL BUS LINES (SMMBL): SMMBL Line 2--WILSHIRE BLVD. has been rerouted from Third St., in the downtown Santa Monica area, on to Fourth St., due to construction of a pedestrian mall.

SMMBL has put the scent of flowers on the street! Due to the insertion of a new odor control chemical, called Malabate PR 105, into the diesel fuel, emissions from their 6-71 and 6V-71 diesel engines are flower-like. Malabate was developed by the Andrew Jergens Company, producers of beauty aids for milady.

PACIFIC SCENIC LINES (PSL): PSL, a Los Angeles area charter operator, has acquired at least two new luxury G. M. Coach model PD-4106 intercity coaches, giving them at least four. The first one that they acquired, No. 124, was purchased from ARIZONA BUS LINES, who operates two daily round trips between Ajo and Phoenix, Arizona. ABL operates in cooperation with GREYHOUND, and has adapted the latter carriers "ice cream sandwich" paint scheme; PSL acquired it in that paint job. No. 101 was acquired new in a fancy paint scheme of red and white, with gold striping; this coach is the II-101, and it replaced I-101, which was an ex-GREYHOUND G.M. Coach PD-3751 "Silverside"

READ TB WANT-ADS -- NEW RATES RECENTLY ESTABLISHED

LAMTA TIME TABLE ISSUES

BY EDMUND A. BUCKLEY, JR

During the period of the existance of the LOS ANGELES METROPOLITAN TRANSIT AUTHORITY as an operating agency, March 3, 1958 to November 5, 1964, LAMTA issued about 174 different timetable series.

LAMTA's excellent public time table issues are the result of an evolution of a form initiated by one of its predecessor company's, PACIFIC ELECTRIC RAILWAY CO., who started the pocket schedule folder in the mid-1930's. Although originally printed in many colors, and issued by time table numbers instead of the Line numbers featured in the schedule, by the time METROPOLITAN COACH LINES took over, in October, 1953, colors were down to yellow and white, and schedules were becoming known by Line Numbers. When MCL took over, all issue numbers were started, again, with the number "1"; green and white paper was used; and the timetable system was enlarged to encompas the lines of the merged ASBURY RAPID TRANSIT SYSTEM. When LAMTA took over MCL and LOS ANGELES TRANSIT LINES in 1953, all issue numbers, once again, reverted to number one. LAMTA gradually enlarged timetable coverage to include ex-LATL lines. A further change in schedule form, was the introduction of a different photo or drawing on each different issue. This addition made timetable collecting a much more interesting pastime.

Since the SCRTD has taken over, very little change has been made in timetable issue. Issue numbers continue, just as if nothing had happened. In fact, due to the lack of a new SCRTD emblem, the LAMTA name and/or emblem appeared on many schedules issued after November 5th. In spite of the fact that issues were not renumbered, and the old name appeared after this time, we feel that the cut-off date for LAMTA timetables should be November 5, 1964.

Below, we present a list of all schedules issued by LAMTA between 3/3/58 and 11/5/64. "Line of Issue" refers to the number, which appeared near the top of the cover. "Issue Nos." refers to the numbers given each line timetable. For example, on the Line 2 schedule, the first issue was "Issue 2-1"; the second "Issue 2-2"; and the third, "Issue 2-3" Thus, to conserve space in our listing, the entry under "Line of Issue" would be "2" and the entry under "Issue Nos." would be "1-3" (one through three).

Lines of Issue	Issue Nos.
2	1 - 3
2-3	1 - 2
3	1
4	1
4 Olympic	1 - 4
4 Olympic (abbreviated)	1
4 Melrose	1 - 4
4 Melrose (abbreviated)	1
5	1 - 5
5 (abbreviated)	1
5-7	1 - 8
6	1 - 4
7	1 - 4
8	1 - 7
9	1 - 4
9 (abbreviated)	1 - 2
10-42-73	1
10-73	1 - 7
11 (Adams)	1 - 2
11-17	1 - 3
12 (ARTS LA-San Fernando)	1
12 (Washington-Broadway)	1 - 2
13-51	1 - 4
14-16-74	1 - 4
14-19	1 - 5
14-19-20	1 - 4
14-86-87	1
15-16	1 - 9
15-19	1 - 2
15-90	1 - 5
16-74	1 - 3
17	1 - 4
18	1 - 5
19-56	1 - 4
20-22	1 - 3
21	1 - 4
21-22	1 - 7
23-53	1 - 10

Page S
EDMUND
A.
BUCKLEY, JR

LAMTA TIME TABLE ISSUES (CONTINUED):

Lines of Issue	Issue Nos.
24	1 - 13
25	1
26	1 - 2
26(abbreviated)	1
27-38-96	1 - 4
27-96	1 - 2
28	1 - 2
29	1 - 2
30-32	1 - 6
31	1 - 3
31-65-78	1 - 12
31 Greek Theatre	1 - 5
33 Downtown Loop	1
33 LA-LB-SP	1 - 4
33-37	1 - 7
33-36-37	1 - 5
33-36	1 - 5
34	1 - 16
35 (8/58 to 10/62)	1 - 13
35 (6/63 to 11/64)	1 - 4
35-93	1 - 2
36 (rail)	1
36 (bus)	1 - 3
36-37 (rail)	1 - 2
36-38 (rail)	1 - 2
37	1 - 9
38 (rail)	1
38-61	1 - 2
39	1 - 11
40 LB-Hunt. Pk.	1 - 2
40 Dodger Flyer	1
40 Holly. Bowl	1 - 7
41	1 - 4
42 Temple	1 - 11
43-45	1 - 6
43-79	1 - 2
44	1 - 11
44 (abbreviated)	1
46-72-77	1 - 8
47	1 - 2
49	1 - 5
49 (abbreviated)	1
51	1 - 13
52	1 - 16
53	1 - 2
54 Manchester	1 - 5
55	1 - 12
56	1 - 12
57	1 - 39
Two Issues 57-33	
11-18-63 Los Alamitos	
12-26-63 Santa Anita	
58S	1 - 7

Lines of Issue	Issue Nos.
58 (Regulation size, pre-1964)	1 - 20
58 (Elongated size, post-6/64)	1 - 3
58D	1 - 6
58-1 Nos.	1 - 7
58 Disneyland Nos.	8 - 16
58W	1 - 21
59	1 - 3
59-61	1 - 17
60 (3/58 to 6/64)	1 - 15
60 (6/64 to 11/64)	1 - 2
60 Flyer	1 - 3
61	1 - 2
62 (short size)	1 - 2
62 (Ext. to Corona)	1 - 3
62-82-99	1 - 7
63C	1 - 3
63	1 - 9
63V	1 - 10
63-69	1 - 3
64	1 - 6
65-78	1 - 2
66	1 - 15
67-68	1 - 12
69	1 - 9
70-71	1 - 17
74S-74V-88	1
74S-74V-90	1 - 9
75	1 - 6
75B	1 - 3
75S	1 - 12
75V	1 - 13
76	1 - 17
79	1 - 9
80-92 (LA-SV)	1 - 3
80-92 (Watts-SV)	1 - 14
81 Hwd-Ventura	1 - 5
81 Pasadena-Ventura	1 - 10
81 Burbank-Ventura	11 - 12
83B	1 - 5
83S	1 - 5
83W	1 - 5
83-1	1 - 2
83-2	1 - 2
83-3	1
83 Brentwood	1 - 9
83 Sunset	1 - 8
83 Wilshire	1 - 12
83 UCLA Direct	1
84	1 - 5
86 (1958 to 1962)	1 - 10
86 (6/63 to 11/64)	1 - 7

Lines of Issue	Issue Nos.
86-93	1 - 3
87-88	1 - 7
89	1 - 10
90	1 - 4
91	1 - 14
93	1 - 13
93 Flyer	1 - 5
94	1 - 10
95	1 - 3
95 (abbreviated)	1
95 Greek Theatre	1
99	1 - 6
101-102	1
101-102-105	1 - 6
103-104	1 - 4
107-108	1
109-111	1 - 5
112-113-118	1 - 6
114-115-116	1 - 8
117	1 - 4
117-119-120	1 - 2
119	1 - 2
124 (no issue 1)	2 - 3
124-125	1 - 2
124-125-127	1 - 8
124-127	1 - 3
125	1 - 3
125-126	1
127	1 - 4
152	1
J-P	1 - 4
R-S	1 - 2
V	1

To the best of our knowledge, the above is a correct and complete listing of all LAMTA timetables issued between 3-3-58 and 11-5-64. Any additions or corrections to this list are welcome, and should be sent to Ed Buckley, at 1167 North Serrano Ave., Los Angeles 90029.

How many of you readers have a complete set? Would there be sufficient interest to warrant publication, monthly, of new SCRTD issues as they are released? Let us know.

SCRTD RTD REPORT BY DAVID P. LANDES

NEW PAINT SCHEME APPEARS:

A new paint job has begun to appear on RTD equipment. The new scheme can be described as follows: roof--white to the top of the standee windows; front--chrome yellow (used on many National City Lines operations) from the headsign down to the area below the windshield, and saddle tan (a light cocoa) from there to the bottom; sides--chrome yellow from just above the standee windows to the belt rail, white from the belt rail to the rub rail, and tan from the rub rail to the bottom of the coach. On "New Look" coaches the aluminum siding takes the place of the white paint on the sides. The first coaches repainted in the new scheme were 2181, a TDH-4801, and 5867, a Flxible F2D6V-401-1. Also 2307, 2322, 5219, 5223, 5503, 5882, 5999, and 6538. 5999 was sent to the Flxible plant in Loudonville, Ohio, as an example of the manner in which it wants it's new coaches now on order to be painted. Incidentally, these coaches will be powered by Cummins diesel engines.

SURPLUS COACHES SOLD:

Coaches 2401 and 2402, 1956 TDM-4515/273-274, have been sold to Portland Stages in Oregon. These were the last two remaining coaches in RTD's 2400 class. They had been out of service since November 1963.

Also sold were four former LAMTA 54-passenger Twin Coaches, all of them being of the 1016-1025 class which were model 52S-2P. Three will go to Bayshore Transit Lines of Burlingame, California. The fourth coach will be sold to a private individual. This coach is serial number 52S-2P-522. These coaches have been out of service since June 1959

LINE 120 MADE PERMANENT:

On May 19 Line 120--LEISURE WORLD FREEWAY FLYER, which began operation on March 29 (TB 2/65) was made a permanent part of the RTD system. Passenger revenue was sufficient to cover all expenses incurred during operation.

DUAL-SPEED AXLES INSTALLED ON SOME COACHES:

Dual-speed axles have been installed on five coaches in an attempt to increase speed on lines which operate on steep grades. The five coaches are 5700-5704, which are Flxible F2D6V-401-1, all operate out of RTD's Division 8, and are usually to be found on Line 93-LOS ANGELES-VAN NUYS-PACOIMA or Line 35--WEST VALLEY FREEWAY FLYER, both of which run over the Cahuenga Pass, which involves a rather long, steep grade. The advantage of this is that the coach will shift a third time at about 45 M.P.H., thereby giving a higher top speed.

GREEN AND WHITE REPAINTING PROGRAM ENDS:

With the adoption of the new paint scheme described above, the repainting in green and white has ended. Below is the final list of repainted coaches. This list, combined with others previously published in THE BOOSTER, will give a complete list of all coaches painted in the light green and white scheme. They are: 2017, 2102, 2105, 2107, 2139, 2145, 2176, 2177, 2220, 2309, 2319, 2145, 2176, 2177, 2220, 2309, 2319, 2330, 2392, 2942, 5211, 5213, 5224, 5241, 5244, 5509, 6513, 6519, 6522, 6523, and 6527. 6573 and 6579, which were reported as repainted, have upon further inspection been found to still be sporting the old white and light and dark green paint job.