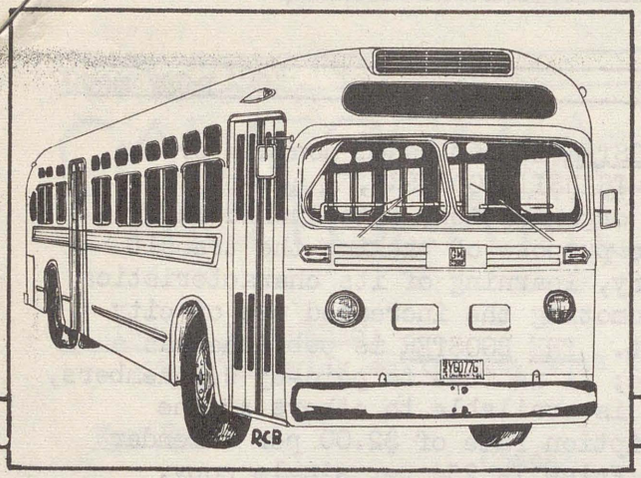


THE BOOSTER

Monthly Publication of The United Transit Boosters

'Dedicated to Better Transit'

Vol. 3, No. 12 December, 1965 Six Pages

PROVIDENCE

The Rhode Island Public Transit Authority will receive federal funds shortly in the amount of $4,638,000 for the purchase of 107 new buses and a portion of the cost of the purchase of UNITED TRANSIT COMPANY. RIPTA has also awarded a three year contract to National City Management Company, subsidiary of National City Lines for management of the system when it becomes operative early in 1966. H.M. Selander, Salt Lake City Regional Manager for NCL, will head the management team.

BUTTE

BUTTE BUS LINES recently began a half hourly all day service on its RACE TRACK and WALKERVILLE routes. These lines used to have only rush hour service. BBL started operations in 1962 with two buses and one route and the fleet now totals twelve buses operating both scheduled and charter service.

MANSFIELD, O.

MANSFIELD BUS LINES has just put into service the first two new 19 passenger transit buses manufactured by The Flxible Company which are nicknamed "The Flxette". Walter Burghard, the owner of MBL started the company in 1962 using small van-type trucks converted into buses. Steadily increasing business led to Mr. Burghard's decision to use larger equipment. He went to The Flxible Company with his ideas on a modernistic, small bus and Flxible, who had been working on such an idea, designed "The Flxette".

MILWAUKEE WISC.

MILWAUKEE AND SUBURBAN TRANSPORT CORP. has just started its second Freeway Flyer service, between Bay Shore Shopping Center in a North Shore suburb and downtown Milwaukee. The service consists of ten inbound morning trips and eight outbound trips in the afternoon on a 15 minute headway. Regular fares plus a premium of five cents are charged for this, the second M&ST Freeway Flyer. The first, from Mayfair Center, now averages about 800 one-way rides per day after 20 months of operation.

SALT LAKE CITY

National City Lines has purchased LAKE SHORE MOTOR COACH LINES, which operates between Salt Lake City and Ogden, Utah. LSMCL is the replacement of the former BAMBERGER RAILROAD and had a total of 20 buses on the roster when the sale occurred. The company will move all its facilities into SALT LAKE CITY LINES headquarters.

EL PASO

Correspondent Henry Leinbach writes that since purchase of the 15 TDH 5105's (TB 8/65) EL PASO CITY LINES has replaced 17 of the 20 2500s (TDH 3610s) and the 1997, a TG 4007, converted to diesel operation

CLUB NEWS

MEETING NOTICE: The December, 1965 meeting of the UNITED TRANSIT BOOSTERS will be held on Sunday, December 12,1965. It will be convened at 7;30 P.M. in the second floor meeting hall of the Manufacturers Bank, which is located at 7014 Sunset Blvd. in the Hollywood District of Los Angeles. The building in which the meeting will be held is located on the southeast corner of Sunset Blvd. and Sycamore Ave. which is one block west of Highland Avenue. Access to the meeting room is obtained from the parking lot at the rear of the building. The meeting will be called to order at 7:30 P.M.

The meeting location can be reached quite easily from most parts of the Los Angeles area. From downtown Los Angeles ride Line 42--SUNSET BLVD. (disembark at Sunset & Orange Dr.), Line 91--HOLLYWOOD BLVD. (walk from either Hollywood and Orange or Sunset & La Brea), or Line 93--LOS ANGELES-VAN NUYS-PACOIMA (walk from Sunset & Highland); these coaches can be boarded northbound on Hill Street in downtown. From the Southwest side, Lines 85--CRENSHAW-VINE-LA BREA or 89--FAIRFAX AVENUE will take you to Sunset and La Brea. From Pasadena, Eagle Rock, Glendale, the Los Feliz district, or East Hollywood Line 31--HOLLYWOOD-GLENDALE-PASADENA will take you to Hollywood and Orange Drive. From San Fernando Valley communities the following service is available: Line 93--LOS ANGELES-VAN NUYS-PACOIMA will take you to Sunset and Highland; from Tarzana, Encino, Sherman Oaks, Studio City, Magnolia Park, Lockheed Air Terminal, or Burbank Line 81--VENTURA BLVD.-HOLLYWOOD-LOCKHEED BURBANK will take you to Hollywood and Highland which is a five block walk.

Meetings for the months of January and February will be held at the same time and place. The dates for these meetings are January 16 and February 13.

Each meeting consists of a business session, an auction of transit material, plus entertainment, such as color slides.

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 increased use of city transit. THE BOOSTER is published as a service; it is free to paid-up UTB members, and it is available to others at the subscription rate of $2.00 per calendar year. Price is 25¢ per single copy. UTB membership dues: Regular -- $3.00 Equipment Preservation Class -- $5.00; both on a calendar year basis.

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CALIFORNIA CAPITULATIONS

By Warren F. Quon

EQUIPMENT PURCHASES:

The following equipment, that we know of, was acquired during December:

New Buses

Property	Coach Numbers	Builder	Model/Serial Numbers	Notes and Comments
Vallejo Transit Lines	30-36	G.M.C.	TDH 3501/445-451	
Las Vegas Transit System	4551-4552	G.M.C.	TDH 4519/?	A/C
Gardena Municipal Bus Lines	43	G.M.C.	TDH 4519/905	
Santa Monica Municipal Bus Lines	4569-4571	G.M.C.	TDH 4519/988-990	
	4572-4573	G.M.C.	TDH 4519/986-987	A/C (S.M.'s first)
Southern California Rapid Transit District	5600-5624	Flxible	FDV8C-401-7-UL-AC/ 35075-35099	Cummins V-8 eng., A/C
Western Greyhound Lines	2750-2757	M.C.I.	MC5A/?	

Used Buses

San Luis Transit Lines	———	G.M.C.	TDH 3610/1283-?	Ex-Butte City Lines, Ex-Ontario Muni 102--
			(The company has another TDH 3610, believed to be also Ex-Ontario Muni)	
Orange County Bus System	703	G.M.C.	TDM 4515/?	Ex-SCRTD 2008 class
Las Vegas Transit System	4500-4509	G.M.C.	TDH 4517/?	A/C, Ex-City Bus Co. (Okla City) 700's

SACRAMENTO TRANSIT AUTHORITY (STA):

On December 5 a series of service improvements were made. Line 1--FOLSOM BLVD.-McKINLEY BLVD. was extended from 61st ST. and Folsom east via Notre Dame, Chestnut, Lake Forest, amd Wiseman to Evergreen. This extension is operated on a half-hourly headway during weekday peak periods. Line 3--J STREET-STATE COLLEGE-RIVER OAKS was extended from 56th and J Sts. eastward to Carlson and H St. Line 5--STOCKTON BLVD. received a service reduction from 16 minutely (48 on the branches) to a 20 (60) headway, this on weekdays. Line 6--24TH STREET was extended Monday thru Friday in the base hours from Sacramento Manor via 24th St., Meadowview, and Detroit to Jula Circle. Night service on Line 6 now runs until 9:00P.M.

CALIFORNIA CAPITULATIONS (CONTINUED):

SAN DIEGO ECONOMY LINE (SDEL):

This suburban San Diego operator is applying for a raise in its basic fare from 25¢ to 30¢, and is seeking to have itself purchased by the proposed SAN DIEGO COUNTY TRANSIT DISTRICT according to information provided by UTB Correspondent Bill Wootton.

PASADENA CITY LINES (PCL):

During the month PCL sought authority from the Public Utilities Commission of the State of California (PUC) to eliminate 6 for $1.00 tokens, to raise the basic fare from 20¢ to 25¢, and to boost 20 ride student book fares from $2.00 (10¢ a ride) to $4.00 (20¢ a ride). Due to the poor financial condition of PCL the Commission acted immediately to give conditional approval to the elimination of tokens. A full commission hearing will be held early in 1966 on the other PCL fare proposala.. The company lost over $60,000 during the year ended September 30, 1965 and with increased wage costs they expect to lose about $95,000 in 1966 without any fare raises. The PUC attached four conditions to its order allowing elimination of tokens: 1) that PCL collect all advances to officers by April 1st, 2) no further loans or advances to officers could be made without PUC approval, 3) no more than 1/3 of the money collected in (1) can be used to pay PCL bills and the remaining money would be subject to PUC order and 4) the company must dispose of a yacht it owns. The company was also released from an order directing it to purchase five new buses this year. The Pasadena City Council decided not to oppose PCL's fare raise application and has discussed either the possibility of a municipal transit system or a temporary city take-over and then resale to another private operator.

CITY OF ANAHEIM:

This fast growing Orange County city is again considering the establishment of a local public transit system. It did likewise in 1960 just before the purchase of CROSSTOWN SUBURBAN BUS LINES and CROSSTOWN LINES OF FULLERTON by the LOS ANGELES METROPOLITAN TRANSIT AUTHORITY in February, 1961. The local interest feel that with growth in population and with Disneyland, Melodyland Theatre, and the future of the Anaheim Angels in the area the city is becoming a convention and tourist town and a local bus operation would be a community asset. The city has received feelers from three private companies---AIRPORT COACH SERVICE, a local taxi operation, and the ANAHEIM JITNEY TRANSPORTATION SYSTEM. Information provided by Correspondent Robert Higginbotham.

SAN BERNARDINO MUNICIPAL TRANSIT SYSTEM (SBMTS):

During December Line 8---ORANGE SHOW ROAD was established on a year 'round basis rather than for just the two weeks of the National Orange Show. The line has been extended to serve the new shopping center which is being constructed and which will include such stores as Sears-Roebuck, May Company, Broadway, and White Front. Although the stores are not open yet, it is the policy of the SBMTS Superintendet, Frank K. King, of building up patronage in the area and having the buses there when the stores open. Line 8 runs hourly between 10:00 A.M. and 5:00 P.M. Monday thru Saturday. The extension does not require any extra equipment as it is run during the lengthy layovers of the two hourly Line 7---VICTORIA STREET. SBMTS may eventually extend the line farther south to serve the areas that the City of San Bernardino wishes to annex. The system is currently seeking federal assistance to enable it to purchase fifteen new 35-passenger buses.

CALIFORNIA CAPITULATIONS (CONTINUED):

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT (ACT):

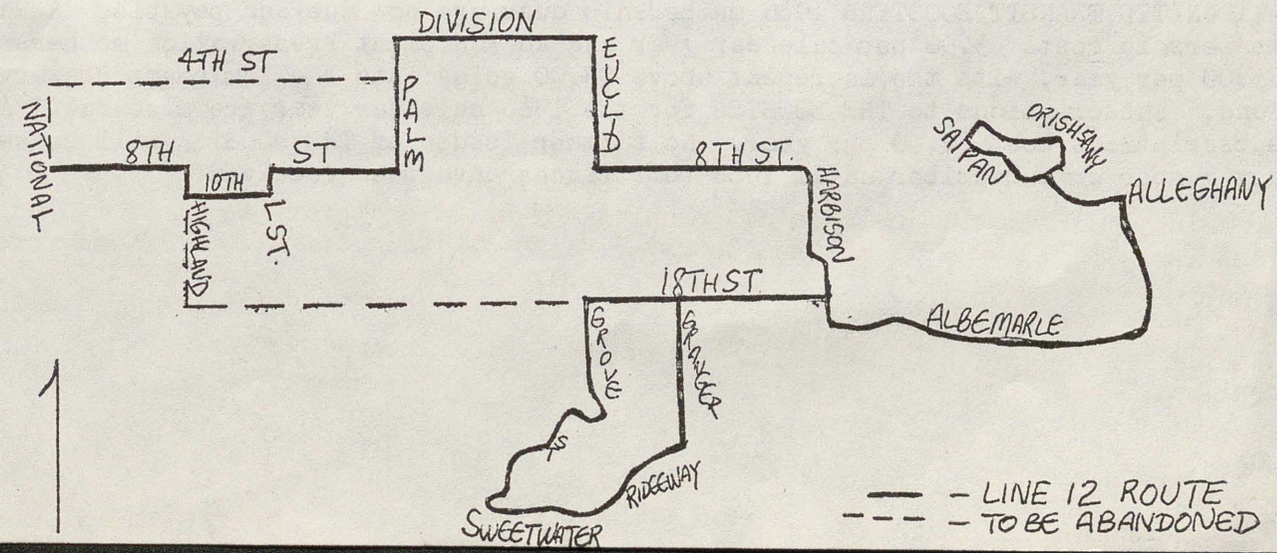
On December 3, ACT made several route changes affecting both local and transbay lines. Line A--SAN FRANCISCO-OAKLAND (12TH STREET) was extended east and north to provide transit service to the Grand Ave. and MacArthur Blvd. area passing by the apartment area just west of Lake Merritt. Line L--EL SOBRANTE-RICHMOND-SAN FRANCISCO had an additional commute route added traveling direct via the Eastshore Freeway and San Pablo Ave. into El Sobrante instead of traveling through downtown Richmond. Two trips in both the morning and evening are operated. Certain trips on Line RC--CASTRO VALLEY-SAN FRANCISCO and Line 34--MAC ARTHUR EXPRESS were rerouted onto the MacArthur Freeway west of Estudillo Ave. in the commute hours cutting 30 minutes from previous running times. Those freeway trips on Line 34 were also extended to Castro Valley Blvd. and Redwood Road in Castro Valley. Line 91--CASTRO VALLEY-HAYWARD-TENNEYSON ROAD had Saturday service established on that portion of the line between Castro Valley and Hayward. Saturday service on this route was last operated in October, 1954 by the former KEY SYSTEM TRANSIT LINES. To usher in the Christmas season coach 515, a GMC TDH-5301, was painted metallic blue and adorned with silver stars and Xmas decorations. The bus traveled over the major lines in regular service. The interior of the bus was "scented" with Christmas tree branches decorating the bus.

SANTA ANA BUS SERVICE (SABS):

During the month of November SABS owner, Clyde Musack, was still operating his buses, but was urging the City of Santa Ana to purchase the company in order to preserve transit service in the city. At the same time service on the SANTA ANA-GARDEN GROVE route was reduced from hourly to 90 minutely. After refusal by the city to buy the system, Musack found Lorin Walters, a Westminster property manager and a former SABS driver who bought the operation. Walters said, "We will try to make the line self-supporting. We don't plan on curtailing any service or making cuts in operations, instead we will expand services moving heavily into the field of chatter service". One idea introduced was a free Christmas Shoppers Shuttle. However, the month of December brought severe rainstorms to much of Southern California causing a large drop in patronage and Walters, who had sunk all his money into SABS, went bankrupt and Clyde Musack again took over the company. On January 4 the buses, without prior notice, ceased to run, because they were attached for an unpaid fuel bill of $900. They did run that afternoon, however,after the bill was paid. The future of continued transit operation in Santa Ana hangs in doubt. Information provided by Correspondent Robert Higginbotham.

SAN DIEGO TRANSIT SYSTEM (SDTS):

Shown below is the proposed routing of the new Line 12--NATIONAL CITY-LINCOLN ACRES-PARADISE HILLS which will operate on an hourly headway. Information provided by Correspondent Bill Wootton.



SCRTD RTD REPORT BY DAVID LANDES

MORE 6000's GO INTO SERVICE

By the end of the month all the 6000's (Flxible F2DV8C-401-1/52517-52616) were placed into service. The coaches are in use on the following lines: 35--WEST VALLEY FREEWAY FLYER, 52--LOS ANGELES-ALHAMBRA-TEMPLE CITY-SOUTH ARCADIA-ARCADIA, 53--LOS ANGELES-EL MONTE-POMONA, 58--LOS ANGELES-WHITTIER-NORWALK-FULLERTON-SANTA ANA, 60--LOS ANGELES-POMONA-RIVERSIDE-SAN BERNARDINO-REDLANDS-YUCAIPA, 68--LOS ANGELES-MONROVIA-GLENDORA, and 93--LOS ANGELES-VANNUYS-PACOIMA. Those Division 9 2700's (TDH-5103) replaced by the new buses have been placed on Line 27--VERNON-LA CIENEGA and 57--RACE TRACK OPERATION, and a few are also in storage. The 2900's at Division 8 were shifted to Division 4 and the Line 18--EAST JEFFERSON-COLISEUM.

REVISED SANTA ANA SERVICE

Effective next March 13 Line 45--SANTA ANA-LAGUNA HILLS LEISURE WORLD will have two of its three daily except Sunday trips extended northward from its present Santa Ana terminal at 2nd and Sycamore to the Fashion Square Shopping Center.

5600's ARRIVING

As of this writing all 25 of the new Flxible Suburban's (FDV8C-40107-UL-AC/35075-35099) have arrived and are being prepared to be placed into service on Line 59--LONG BEACH-RIVERSIDE and 60--LOS ANGELES-POMONA-RIVERSIDE-SAN BERNARDINO-REDLANDS-YUCAIPA. These buses have 49 semi-reclining seats, air conditioning, overhead and under floor luggage racks.

REPAINTED COACHES

The following coaches have been repainted in the new chrome yellow and saddle tan paint scheme since our last listing: 2174, 2304, 2314, 2331, 5218, 5236, 5318, 5320, 5363, 5464, 5518, and 6567.

UTB DUES AND SUBSCRIPTION NOTICE

All UNITED TRANSIT BOOSTERS 1966 membership dues are now due and payable. A Regular membership costs $3.00 per calendar year and an Equipment Preservation membership costs $5.00 per year, with the increment above $3.00 going into the Equipment Preservation Fund. Subscriptions to THE BOOSTER for the 1966 calendar year are also due. Annual subscriptions cost $2.00 per year. No further issues of THE BOOSTER will be sent to any member or subscriber until 1966 remittances have been received.