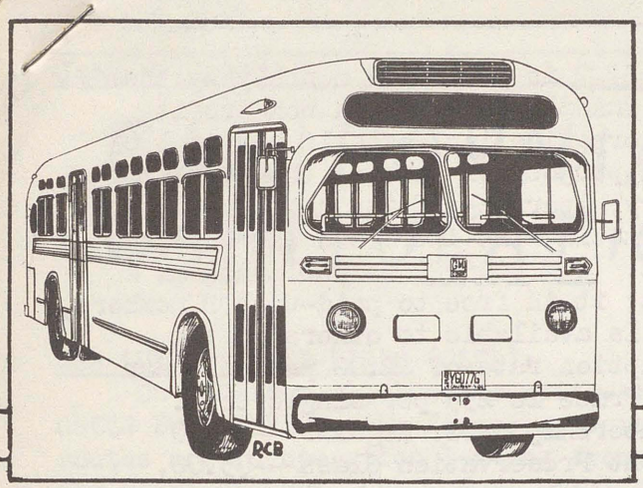


# THE BOOSTER

Monthly Publication of The United Transit Boosters

*'Dedicated to Better Transit'*

Vol. 4, No. 1 January, 1966 Six Pages

## MIAMI

METROPOLITAN DADE COUNTY TRANSIT AUTHORITY, backed by a favorable Florida Supreme Court decision has begun an extension of its present route network into the Norht Dade County area. Four existing MTA routes, including three air-conditioned lines, are included in the first step of North Dade service improvements. A new route linking North Miami and North Miami Beach has been started also. DCMTA had been planning this action for over three years. Presently, COAST CITIES COACHES and NORTH DADE TRANSIT COMPANY, serve the area.

## SEATTLE

The State of Washington will receive an added $1.5 million in federal funds to help pay for four new ferry boats needed in Seattle commuter service. The money goes to the Washington State Highway Commission which will contract to have the vessels built. The large ferry boats will carry vehicles and passengers across Puget Sound on the SEATTLE-WINSTON and SEATTLE-BREMERTON routes of the WASHINGTON STATE FERRY SYSTEM. This grant will be added to the $10 million grant received last year.

## HONOLULU

Two eighteen seat Minibuses were just placed into service in downtown Honolulu to help relieve downtown traffic congestion. The buses are operating as a six month demonstration testing the benefits of parking around the perimeter of downtown Honolulu and riding the bus downtown. A twenty-five cent fee is charged at the parking lots along with a ten cent Minibus fee. A validated parking ticket entitles a person to free parking. The buses run on a 15 minute headway between 8:30 A.M. and 5:30 P.M. and are being operated by HONOLULU RAPID TRANSIT COMPANY in cooperation with sixty three downtown merchants.

## CORPUS CHRISTI

The City of Corpus Christi and the NUECES TRANSPORTATION COMPANY have agreed upon a plan for continuation of transit service in the city by a city-lease agreement. The lease runs for one year and was necessitated because NTC would have had to cease operations shortly because of a continuing deficit. During the period of the lease all revenues from the system will be put into a fund to pay the expenses of operating the lines as the city will underwrite any loss. During the year consideration will be given to having the system become a municipal operation.

## SALEM

A measure will be placed on the June ballot that will, if approved, enable the City of Salem to take over the CAPITAL TRANSIT LINES, the local transit system. A request for Federal aid is also being planned. A search for private enterprise is still continuing, however.

## RAPID CITY

RAPID TRACTION, INC., which operates all local bus service in this South Dakota city, recently reduced its service. Currently service runs between 6:00 A.M. to 10:00 A.M. and from 2:00 P.M. until 7:00 P.M.

# CLUB NEWS

MEETING NOTICE: The January, 1966 meeting of the UNITED TRANSIT BOOSTERS will be held on Sunday, January 16, 1966. 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 Boulevard 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 February and March will be held at the same time and place. Dates for these meetings are February 13 and March 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

SAN LUIS TRANSIT LINES (SLTL):

On December, 1, 1965 transit service was established again in this coastal city. GREEN BUS SERVICE, the former operator, went out of business early in 1963. Four routes are in operation leaving from the downtown terminal at Chorro and Higuera Sts. for FERRI HEIGHTS, CALIFORNIA STATE POLYTECHNIC COLLEGE, LAGUNA LAKE-BROAD STREET, and LAUREL LANE-JOHNSON. Service operates between 7:00 A.M. and 6:40 P.M. on half hourly headways during the peak hours and hourly during midday. Saturday service starts at 8:00 P.M. and runs on a half hourly headway all day to provide additional bus service for weekend shoppers. No service is operated on Sundays and holidays. Jack Hathaway, owner of the local YELLOW CABS is the owner of SLTL. A week of free rides introduced the new service.

POMONA VALLEY MUNICIPAL TRANSIT SYSTEM (PVMTS):

The newest publicly owned transit operation in California, PVMTS started operations on January 3, 1966, taking over the city operations of POMONA BUS LINES for a 6 month trial period. The city is leasing ten buses at a cost of $2,038 a month from PBL and is paying PBL manager Norman Eiler $6,000 for consulting services. If the city decides to continue the operation after the trial period it will buy the buses for $44,546. Frank K. King, Superintendent of SAN BERNARDINO MUNICIPAL TRANSIT SYSTEM, who assisted PVMTS in setting up operations also provided much of the information upon which this article is written. James Van Wagner, who is in charge of the Pomona Water Department has been appointed Directof Of Transportation. The systems ten buses include the following: 21, TDH 3714/085; 27, TGH 3102/556; 28, TGH 3102/574; 39, TGH 3102/527; 40, TGH 3102/528; 43, TGH 3102/934; 44, TGH 3102/935; 57, TGH 3101/717; and two school buses, 35, a Transit coach 44 seat school pusher type and 45, Twin 52s2-01. (A more complete roster of PBL was published in the November, 1964 THE BOOSTER which is available for 25¢ from UTB headquarters). Also leased were a varying amount of LONG BEACH PUBLIC TRANSPORTATION CO. buses--3617, TDH 3612/823 and 4570, TDH 4507/1320 were among those LBPTCo buses in use. PVMTS buses are repainted in a dazzling array of white, green, castillian gold, and royal purple. Service remains about the same--two lines running half-hourly Monday thru Friday and two hourly with all four routes running hourly on Saturdays. Frank King managed to add 16 trips to the schedule without adding any operating costs by making pull-out and pull-in trips revenue trips. The public timetable has been revised to include a system map plus individual route maps making it very easy to understand. Free rides were given on the first day of operation and the six buses on the lines carried a total of 5,465 patrons, a record setter in Pomona. PVMTS' policy will be to build up riding on the four basic lines and then make service improvements and extensions as warrented.

CITY OF EL CAJON

City officials are studying a proposal to establish a municipal bus line using small 18-22 passenger Minibuses at a cost of $12,000 each. The city also proposes a route to serve the neighboring city of La Mesa. Currently SAN DIEGO TRANSIT SYSTEM Line E--EL CAJON operates between both cities on a half-hourly headway. El Cajon city officials have voted to oppose their citys participation in the proposed SAN DIEGO COUNTY TRANSIT DISTRICT.

CALIFORNIA CAPITULATIONS (CONTINUED):

FRESNO MUNICIPAL LINES (FML):

On July 16, FML made the following service adjustments--Line 1--RECREATION-WISHON-FRESNO STATE COLLEGE had it's weekday rush hour headway of 20 minutely reduced to the base service half hourly headway. Line 5--C STREET-NORTH FRESNO-FRESNO STATE COLLEGE switched its former Modoc Dunn leg for Line 7's C Street portion. Improved weekday base service is now provided to F.S.C. with half hourly weekday service and 45 minutely Saturday service in place of the former hourly service. Line 7--MODOC DUNN-MAYFAIR continues to run on its former half hourly weekday and hourly Sunday headways. Line 8 CEDAR AVE.-CALWA-MANCHESTER CENTER, Fresno's only crosstown line which commenced operation on Feb. 15, 1965 was discontinued without replacement (TB 3/65). Due to the difficulty in operating a line in a small city which does not downtown. Line 8 ran hourly from the large Manchester Shopping Center with a half hourly rush service on Mondays through Saturdays.

SOUTH COAST TRANSIT CORP (SCTC):

Effective November 11th SCTC reduced service on its SANTA ANA-BALBOA line from a half hourly service to an hourly schedule between 5:45A.M. and 6:45 A.M. Mondays thru Saturdays. The 9:25P.M. round trip which ran daily was eliminated. The Sunday schedule was changed from a rough hourly headway to a two hourly service. The SANTA ANA-LAGUNA BEACH line which ran two hourly in the base and hourly in the rush hours had one round trip eliminated weekdays and Saturdays replacing the hourly rush hour headway with all day two hourly service. Sunday and holiday service which consisted of four round trips was discontinued. The LAGUNA BEACH line has been using 2800 series GMC PD-4151 "Silversides" recently. The HUNTINGTON BEACH-SANTA ANA-EL MODENA line had its Saturday service trimmed to four round trips from the former six.

NORTHGATE TRANSIT LINES (NTL):

Sunday and night service on the ST. FRANCIS HEIGHTS-WESTLAKE line was improved, effective December 12th, extending half hourly night buses from the former quiting time of 8:00 P.M. to Midnight. Sunday operation, which had consisted of an hourly service from 8:00 A.M. to 6:00 P.M., now is half hourly from 8:00 A.M. until Midnight.

WESTERN GREYHOUND LINES (WGL):

Folders 1-13 were reissued in brown ink on January 6th. Two additional commute trips, one in the morning and one in the evening, on the SAN FRANCISCO-VALLEJO service and one round trip on Line Z--OAKLAND-WALNUT CREEK-CONCORD were added to the schedule. Because of increased patronage on the TRAVIS AIR FORCE BASE-SAN FRANCISCO INTERNATIONAL AIRPORT route, 8000 series GMC PD-4501's (Super Scenicrusiers) are now in regular service replacing GMC PD-4104's and PD-4106's. Three PD-4106's have now been repainted in Greyhound's "ice cream sandwich" paint scheme--7702, 7838, and 7862.

SAN FRANCISCO MUNICIPAL RAILWAY (SFMRy):

With the opening of the Southern Freeway across Ocean Ave. certain streets were deadended and as a result Line 28--19TH AVENUE was rerouted in one direction only. Coaches bound for Geneva and Mission now travel via Grafton, Louisberg, and Geneva to Mission. The former route traveled along Graftom, Mount Vernon, San Jose, Niagara, Cayuga, and Geneva to Mission. 1006-1015 class PCC's are now in service on Line K--INGLESIDE and Line L--TARAVAL base service.

CALIFORNIA CAPITULATIONS (CONTINUED):

EQUIPMENT PURCHASES:

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

New Buses

| Property | Coach Numbers | Builder | Model/Serial Numbers | Notes and Comments |
|---|---|---|---|---|
| Western Greyhound Lines | 2758-2772 | M.C.I. | MC5A/? | |

Used Buses

| | | | | |
|---|---|---|---|---|
| Santa Ana Bus Service | 7632-7633 | G.M.C. | TD 3609/071-072 | Ex LBPTC 7632-7633, 7632 is used for parts |
| South Coast Transit Corp. | 2547 | G.M.C. | PD 4104/1500 | Ex Kentucky Bus Lines 2547 |
| M & M Charter Lines (SF) | 4569 | G.M.C. | TD 4507/156 | Ex LBPTC 4569 |
| Student Housing, Inc. | 03, 05 | G.M.C. | TDM 4507/2987, 2989 | Ex Atomic Energy Comm., Ex Orange County Bus System |
| Terminal Island Transit | 200 | Flx-Twin | F2D6V-401-1/51271 | Ex Demonstrator Cummins V8 eng. |
| Gray Line of Los Angeles | 701-702 | Beck | ----- | 41 seat intercity, ex Gray Line of Wash, DC |

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT (ACT):

Effective January 1st ACT raised East Bay children's fares from 10 cents to fifteen cents and transbay commute ticket books were upped 2 cents a ride to help offset an anticipated $900,000 budget defivit this year. The increase was the first in transbay fares since 1955 and the children's East Bay had been at the same level for the last eight years. ACT directors have asked the California State Toll Bridge Authority for lower rates for ACT buses crossing the San Francisco-Oakland Bay Bridge. ACT's estimated savings would be $250,000 annually. They want the current 75cent per bus rate to cross the bridge reduced to 20 cents, the current commuter bus rate for the Golden Gate Bridge. Legislation authorizing the reduction was approved by the California state legislature during 1965. Another bus shelter has been erected, this one at the corner of San Pablo and Macdonald Avenues in Richmond giving West Contra Costa riders weather protection for trips on transbay Line L--RICHMOND, Line 31--RICHMOND EXPRESS, Line 33--BERKELEY-RICHMOND EXPRESS, and Line 72--OAKLAND-RICHMOND LOCAL.

INGLEWOOD CITY LINES (ICL):

Effective January 3rd ICL's Line 1--INGLEWOOD-INGLEWOOD AVENUE Saturday service was reduced from a 20 minutely headway using two buses to a 40 minutely one bus schedule. Line 2--108TH & WILTON-INGLEWOOD-WESTCHESTER was also changed on Saturday from a twenty minutely service with two branches each on a forty minutely schedule to a straight half-hourly headway eliminating the 77TH STREET branch on weekends.

WATCH FOR SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT ANNUAL SURVEY IN THE FEBRUARY EDITION

UNITED TRANSIT BOOSTERS
Income Statement
For the Year Ended December 31, 1965

Operating Revenue:

| | | |
|---|---|---|
| Dues (Regular) | $117.00 | |
| Equipment Preservation Dues | 28.00 | |
| Excursions | 119.25 | |
| Publications | 31.35 | |
| Miscellaneous (Auctions) | 63.34 | |
| Total Revenue | | $358.94 |

Less, Operating Expenses:

| | | |
|---|---|---|
| Office | $ 15.15 | |
| Excursions | 77.42 | |
| Publications | 80.02 | |
| Meetings | 55.00 | |
| Equipment Preservation | 1.00 | |
| Total Expenses | | 228.59 |
| Net Income | | $130.35 |

UNITED TRANSIT BOOSTERS
Statement of Retained Earnings
December 31, 1965

| | |
|---|---|
| Balance as of December 31, 1964: | $ 35.91 |
| Add: | |
| 1964 Dues Paid in 1965 | 2.00 |
| Net Income for 1965 | 130.65 |
| Total Retained Earnings as of December 31, 1965 | $168.26 |

UNITED TRANSIT BOOSTERS
Balance Sheet
December 31, 1965

Assets

| | | |
|---|---|---|
| Cash: | | |
| On Hand | $ 11.37 | |
| In Bank | 110.14 | |
| Equipment Preservation Fund | 48.00 | $169.51 |
| Office Supplies | | 18.75 |
| Preserved Transit Equipment | | 436.15 |
| Total Assets | | $624.41 |

Liabilities and Net Worth

Liabilities

| | | |
|---|---|---|
| Accounts Payable | $29.88 | |
| Total Liabilities | | $ 29.88 |

Net Worth

| | | |
|---|---|---|
| Retained Earnings | $168.26 | |
| Paid-in Surplus | 426.27 | |
| Total Net Worth | | 594.53 |
| Total Liabilities and Net Worth | | $624.41 |

NOTE: for 1964 financial statements see the January, 1965 issue of THE BOOSTER, Page 18

Statistics--A Record of Growth:

| | 1963 | 1964 | 1965 |
|---|---|---|---|
| Dues Paying Members | 25 | 38 | 39 |
| Number of Subscriptions Paid | 2 | 9 | 15 |

Geographical Distribution of Members and Subscribers: (All Time)

| | | |
|---|---|---|
| Los Angeles Metropolitan Area | 30 Members | 7 Subscribers |
| Remainder of Southern California | 4 Members | 1 Subscriber |
| Northern California | 7 Members | 1 Subscriber |
| Northwest | 1 Member | 0 Subscribers |
| Southwest | 1 Member | 1 Subscriber |
| Midwest | 1 Member | 1 Subscriber |
| Northeast | 2 Members | 3 Subscribers |
| | 46 | 14 |