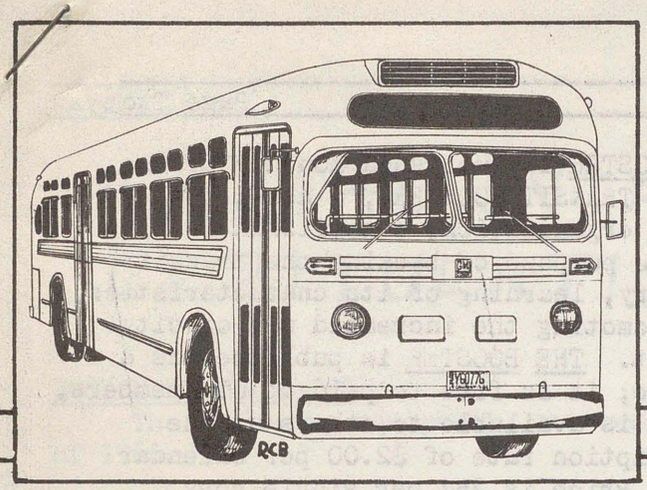


THE BOOSTER

Monthly Publication of The United Transit Boosters

'Dedicated to Better Transit'

Vol. 4, No.3 March, 1966 Six Pages

PORTLAND

The Boston based EASTERN MASSACHUSETTS STREET RAILWAY COMPANY which operates bus service in and out of Boston to 19 cities and 78 towns in the Boston area has announced plans to purchase the PORTLAND COACH COMPANY in Portland, Maine and operate the service under a newly formed subsidiary. Operational differences to be made to the 57-bus Portland system are now being formulated. The company would be EMSR's second subsidiary as it now owns UNION STREET RAILWAY in the Fall River-New Bedford, Mass. area.

WINNIPEG

METRO WINNIPEG TRANSIT has just taken delivery of fifteen Model 8DB20A 51-seat buses manufactured by Mitsubi Heavy Industries of Japan. The Japan made MHI's, similar in design and appearance to American and Canadian built "New Look" coaches, are powered by 220 horsepower 4 cycle water cooled diesel engines. Three Mitsubishi engineers and a mechanic accompanied the buses to assist MTT personnel to solve any problems that may arise.

BROWNSVILLE

BROWNSVILLE TRANSPORTATION COMPANY, operating in the nation's southernmost city, has just purchased two new model Coachettes, latest in a fleet of 12 such buses. Company officials credit the lightweight 28 passenger buses with "being the difference in allowing our company to increase service despite these times of rising operating costs". The buses are powered by 300 cubic inch Ford six cylinder gasoline engines. Other new features of the Coachettes include large oval sliding windows with tinted glass and fiberglass passenger seats. Availability of new parts through the local Ford dealer is another cost saving feature of the buses.

BLOOMINGTON

BLOOMINGTON TRANSIT LINES, denied financial aid by this Indiana city, has been forced to greatly reduce its bus service. BTL was formed in late 1963 to take over the buses and franchise of LEPPERT BUS LINES, the former operator who had operated in Bloomington since 1948. In the beginning three routes were operated on half-hourly headways. Because of the refusal of aid in any form the company is now operating each route with only five trips per day.

CHICAGO

CHICAGO TRANSIT AUTHORITY will soon advertise for bids on 200 new 50 seat buses. 150 42-seat Flxibles are due this year.

CLUB NEWS

MEETING NOTICE: The March, 1966 meeting of the UNITED TRANSIT BOOSTERS will be held on Sunday, March 13, 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 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 Hollywood and Orange Drive or Sunset and 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-BURBANK will take you to Hollywood and Highland.

Meetings for the months of April and May will be held at the same time and place. Dates for these meetings are April 10 and May 8.

Each meeting consists of a business session, an auction of transit material, and 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.

U.T.B. OFFICERS:
General Manager -- David P. Landes
Recording Secretary -- Michael Campbell
Controller - Gerald L. Squier

U.T.B. BUSINESS ADDRESS:
c/o David P. Landes
500 Landfair Avenue
Los Angeles, California 90024
Telephone (213) 479-9079 (evenings)

EDITORIAL ADDRESS:
1167 North Serrano Avenue
Los Angeles, California 90029
Telephone (213) 465-0522

PUBLICATION STAFF:
Editor
Acting Editor -- Edmund Buckley
National News Division:
Edmund Buckley, Director
1167 North Serrano Avenue
Los Angeles, California 90029
Midwest District:
Richard Kunz, Correspondent
Northeast District:
Kenneth W. Kau, Correspondent
California News Division:
Warren F. Quon, Director
1101 West 38th Street
Los Angeles, California 90037
SCRTD News Division:
David Landes, Director
500 Landfair Avenue
Los Angeles, California 90024

CALIFORNIA CAPITULATIONS

BY WARREN F. QUON

EQUIPMENT PURCHASES:

The following equipment, that we know of, was acquired during the first three months of 1966.

NEW BUSES

Property	Coach Numbers	Builder	Model/Serial Numbers	Notes and Comments
Western Greyhound Lines	2772-2796	M.C.I.	MC5A/?	
Continental Western Lines	4747-4749	Silver Eagle/6879-6881		
	4750-4753	Silver Eagle/6900-6903		
Airportransit	4807-4848	Flxible	See Notes	Vehicle Registration lists Model as 571KE-F6, I.D.#-FX105

USED BUSES

Antelope Valley Bus, Inc.	120-121	G.M.C.	TDH 3610/251,253	ExSCRTD 6648, 6650
Santa Barbara Transit Co.	301	G.M.C.	PD 4103/1242	Ex-WGL 7472
San Pedro Transit Lines	36	G.M.C.	TDH 4510/501	Ex-SCRTD 6700
Long Beach Public Transp.	4576	G.M.C.	TDH 5103/014	Ex-SCRTD 2713, this is 2d 4576
Continental Western Lines	4847-4848	Golden Eagle/6349-6350		Ex Continental Central Lines 3808-3809

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT (ACT):

District directors have voted to apply for a capital grant of Federal matching funds toward the purchase of 30 new coaches this year. Service has been expanded on Lines 55--DUTTON AVENUE, 90--SANTA CLARA ST., 92--CALAROGA AVE. and inauguration of service on Sequoia Road in Oakland. On March 14, ACT's new articulated bus, now numbered XMC-77, ex CONTINENTAL WESTERN LINES 4902, was given a trial run on transbay Line N--MAC ARTHUR BLVD. before being placed into regular service. Among the features the coach has are padded bucket seats, an observation lounge, piped-in music, newspaper vendor racks, overhead luggage racks, and a mounted wall clock. The coach is powered by a new 262 horsepower Cummins diesel engine. The exterior of the bus is of gold anodized aluminum set off by a white top with green and persimmon.

TERMINAL ISLAND TRANSIT COMPANY (TITCO):

On February 15 TITCO boosted its Long Beach to Terminal Island fare from 20 cents to 25 cents after authorization by the California State Public Utilities Commission. Fares to and from San Pedro remain the same.

CALIFORNIA CAPITULATIONS (CONTINUED):

SANTA MONICA MUNICIPAL BUS LINES (SMMBL):

Line 5--VETS HOSPITAL-WEST LOS ANGELES-PICO BLVD. has been rerouted through Century City to serve the shopping area there. The change is a two block deviation from Olympic Blvd. On February 6th the terminal of Line 7--PICO BLVD. inbound two hourly Owl service was changed from Ocean Park to Lincoln & Olympic Blvds. discontinuing owl service to Los Angeles from Ocean Park and Santa Monica. Full owl service is still operated westbound from Pico and Rimpau to Ocean Park.

CONTINENTAL WESTERN LINES (CWL):

Effective February 11 both daily LOS ANGELES-OKLAHOMA CITY-NEW YORK 5 STAR trips began stopping at Pomona on eastbound trips. Westbound trips will serve Pomona on a discharge-only basis. The change is designed to increase travel on the eastbound schedules. Previously there were no stops between Los Angeles and San Bernardino.

ANTELOPE VALLEY BUS, INC. (AVB):

On a recent visit to the property UTB member GERALD SQUIER was told by AVB Vice President JAMES CARTER that the company was constructing a new garage to be located close to the present facility. The two TDH 3610's recently purchased from SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (See Page 3) will be assigned to the Monday through Friday Lancaster local service (three lines each on an hourly headway using one bus) and the other on the school tripper replacing the TD 4502's currently in service.

SACRAMENTO TRANSIT AUTHORITY (STA):

STA directors have announced plans to acquire this year eight (8) transit type and two (2) interurban type buses at a cost of $300,000. STA is also negotiating to acquire SUBURBAN TRANSIT LINES, the Sacramento suburban operation. At this time it is believed (by the Acting Editor) that information in TB 4/65 concerning the establishment of four routes by STA in STL territory was only a plan that was being considered last year.

CREW TRANSIT, INC. (CT):

The California Public Utilities Commission has conditionally authorized CT to inaugurate bus service between San Diego's airport, Lindbergh Field, and the cities of La Jolla, El Cajon, La Mesa, Chula Vista, National City and intermediate points. The authorization depends upon the company's obtaining parking facilities to load and unload passengers at the airport.

TRANSCONTINENTAL BUS SYSTEM INC. (TBS):

Effective March 23rd TBS subsidiaries in the state of California raised fares by five per cent within the state and increased the minimum fare from 25 cents to 30 cents. TBS companies in the state are CONTINENTAL PACIFIC LINES, CONTINENTAL WESTERN LINES, AMERICAN BUSLINES, and GIBSON LINES. A similar boost was placed into effect last August by WESTERN GREYHOUND LINES.

WEST BAY RAPID TRANSIT AUTHORITY (WBRTA):

WBRTA of San Mateo County has engaged consulting engineers to determine the future action of the authority. Three possible plans are first, to utilize present transit facilities (bus and commuter railroad) and coordinate plans with SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT; second, to establish all-new facilities; and third, to choose an intermediate between the first two plans. The study is expected to be completed by the end of 1967 and a master plan will be submitted to the voters of San Mateo County in 1968.

CALIFORNIA CAPITULATIONS (CONTINUED):

SAN BERNARDINO MUNICIPAL TRANSIT SYSTEM (SBMTS):

SBMTS has applied for Federal assistance to purchase fifteen new 35 seat air-conditioned buses, enough to give the property the largest A/C fleet of transit coaches in Southern California. In an effort to stimulate increased patronage SBMTS has inaugurated a plan of giving "green stamps" to its patrons. Effective Feb. 21st a "Big 10" stamp is given to each purchaser of a five-ride 95¢ commuter strip ticket. The basic fare is 20¢. A 5 per cent increase in revenue has been experienced in the first month of this promotion which is costing SBMTS $11,000 for enough stamps for the projected five month trial. Many television stations have plugged the SBMTS plan showing "happy San Berdoo folks receiving their stamps". There is also a bus validation program in effect in San Bernardino that allows shoppers a free ride home upon making a specific purchase.

GARDENA MUNICIPAL BUS LINES (GMBL):

GMBL has adopted a new paint scheme replacing the yellowish cream and dark green with a very attractive design. The colors are white from the roof to the belt rail, a yellow belt rail, and light green to the bottom. The name GARDENA MUNICIPAL BUS LINES is now lettered on the sides similar to the Santa Monica treatment. So far #40, TDH 4512/2797 and 54, TGH 3102/576 have been repainted.

WESTERN GREYHOUND LINES (WGL):

With the 9600 series TDM 5303's now used in SFBACR service, WGL has brought down several commute equipped PD 4103's for use on LOS ANGELES-SANTA BARBARA and LOS ANGELES-SAN DIEGO second sections. 8227, a PD 4501, was in a bad accident recently and it is unknown if this coach will be placed back into regular service. Many PD 4104's, both restroom and non-restroom equipped, are now being sold. Specific bus numbers are not available at this time. 7526, PD 4104/4504, a restroom equipped bus and a commute PD 4103 have been running in regular service on the SANTA MONICA-LONG BEACH LOCAL line. The new Los Angeles Greyhound station construction is progressing quite well. Most of the lower level has been cleared for the largest Greyhound owned station in the country. THE GREYHOUND CORPORATION, parent company of WGL has announced plans to purchase 600 new intercity coaches this year. 100 will be the new General Motors model PD 4107's. The other 500 will be MCI High-Level Challengers of 102" width. These coaches can be operated legally in only 16 states at this time. Legislation legalizing 102" width intercity buses in all states becomes effective in 1967. (Information on new equipment purchases was borrowed from SECOND SECTION, a publication of the BUS HISTORY ASSOCIATION.)

SANTA FE TRANSPORTATION COMPANY (SFTC):

SFTC has asked the California State Public Utilities Commission for permission to terminate the bus service it now provides between Bakersfield and Los Angeles for passengers of SOUTHERN PACIFIC's San Joaquin Daylight train. Earlier SOUTHERN PACIFIC had proposed to halt the Daylight which operates between the San Francisco area and Los Angeles at Bakersfield. The bus service was made a condition of approval by the PUC of a joint petition last year of the two railroads providing for the abandonment of two trains, the Santa Fe Golden Gate and SP's Owl. Connecting bus service will still be provided for the Santa Fe train connection.

CALIFORNIA CAPITULATIONS (CONTINUED):

LONG BEACH PUBLIC TRANSPORTATION COMPANY (LBPTCO):

On February 28th LBPTCo extended Line 1--EASY AVENUE northward to Maddox, three minutes running time away. Line 2--DOMINGUEZ-PARAMOUNT now has a larger loop at its Paramount terminal. Weekday base and rush hour service on this line was changed from a 20 minutely headway to 40 minutely with alternate coaches turning back at 34th and Santa Fe. The "CIRCLE O" line which ran in a big loop hourly 7 A.M. to 6 P.M. Monday through Saturday was changed to run from Los Altos Shopping Center to Rossmoor Leisure World only and hours of operation have been changed to an hourly service between 10 A.M. and 5 P.M. Monday thru Friday only. Line 5--NORTH LONG BEACH-ALAMITOS PENINSULA has had one bus added in the afternoon rush period due to increased traffic causing longer running times. The same rush hour headways are maintained--15 minutely and half-hourly on the branches. UTB member ALLEN COPELAND advises that the remaining 22 LBPTCo "squareys" have been sold to the EMPRESSA DE OMNIBUS of Lima, Peru. Sold were 36 seat TDH 3610's numbered 3603, 3605, 3606, 7602, 7605, 7609, and 7627; 36 seat TD 3609's numbered 7630, 7631, and 7634; and 45 seat TDH 4507's numbered 4567, 4571, 4574, 4575, 4576, 4578, 4580, 4581, 4583, 4585, and 4586. This leaves LBTCo with only a fleet of modern "Pairys" and "New Look" coaches.

SAN FRANCISCO MUNICIPAL RAILWAY (SFMRy):

The first 518 cable car body now being converted into the second 506 is almost complete and the car is expected to be followed by the three all new cable cars to be numbered 528 - 530. The results of a study to aid SFMRy in determining the extent of replacements needed for the present SFMRy fleet have just been released. Cable cars can be kept running if they are maintained and rebuilt properly. Trolley coaches are given only two to four years of economical life. The streetcars have ten years left and the Mack C49DT's have five to nine years. The 75 White 798's should have been retired nine years ago, but due to equipment shortages they have been kept. A plan to present a bond issue to the San Francisco voters is under consideration. Following this report a cost and revenue analysis of SFMRy operations was made and it points to the need for funds to raise fares from the current 15¢ to 25¢ to finance an adequate equipment replacement program and also to help offset inevitable pay increases as a result of the settlement of the New York City transit strike. Wages of SFMRy personnel are based upon the average of the two highest basic wage scales of properties in the United States serving a population of at least 500,000. The two highest paid properties are now in New York. As a result the current wage of $3.23 per hour will be boosted to $3.73 an hour. Due to extensive damage resulting from an accident Marmon-Harrington trolley coach 745, model TC-40, may not be repaired.

LINEAS DE TUY SUB. U. DE B.C.S.A. (SPECIAL OBSERVATION REPORT)

The Tijuana, Mexico operation serves the Caliente Race Track area and the better parts of town charging a first class fare of 10 cents (U.S.) compared to the standard 6 cents (U.S.) local fare. The equipment is first-rate, by Mexican standards. Instead of the ever present engine-in-front school buses, this company has purchased second hand G.M.C. transits from many Southern California operators. In the past they consisted mostly of ex-SAN DIEGO TRANSIT SYSTEM 100 class TD 4001's and ex-METROPOLITAN COACH LINES 2500 series TD 4505's. Today the fleet has modernized as is shown by the brief observation of buses made by UTB member RICHARD PETZOLDT. Numbers 2 and 4 are ex-LONG BEACH PUBLIC TRANSPORTATION COMPANY TDH 3610's and 19 is a TDH 4506, ex-LBPTCo 7528. SDTS TDH 4509's are no. 6, 7, 14, 15, 17, and 18. No. 7 is ex-SDTS 948 and No. 17 is ex-SDTS 935. All equipment retains its former owner's paint scheme.