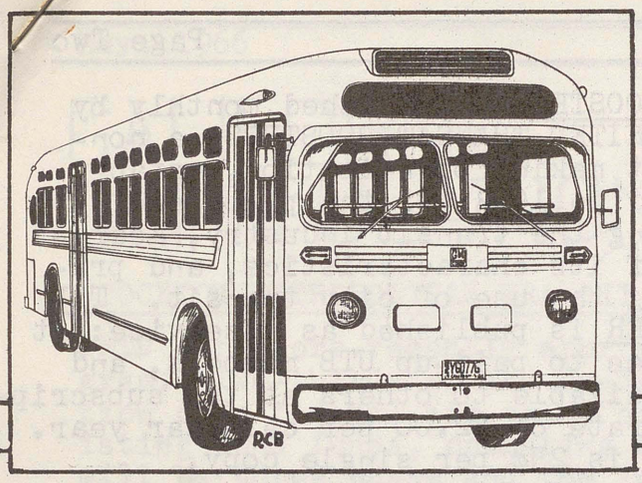


THE BOOSTER

Monthly Publication of The United Transit Boosters

'Dedicated to Better Transit'

Vol. 4, No. 5 May, 1966 Six Pages

GREAT FALLS

The Great Falls City Council is preceding with plans for an application for federal funds to restore bus service to this Montana city. City personnel are encouraged by the results of a comparable system in Butte. Buses for the proposed transit system could be stored in the city yard and would be part of the city's one-third contribution to the estimated $260,000 cost of launching the new transit system. Plans call for a system of five routes, with half-hourly rush-hour service and hourly midday service. The former operator, GREAT FALLS CITY LINES ceased operations in July, 1959.

BALTIMORE

THE BALTIMORE TRANSIT COMPANY will purchase fifteen new air-conditioned buses this year and ten additional buses next year. BTCo has started operating service from eleven different areas of the city for the Baltimore Orioles baseball games that are played at night and on weekends when the team is at home. The operation is a limited stop service, with a fifty cents one-way fare being charged. Buses leave starting points in time to arrive at the stadium a half hour before game time.

Baltimore correspondent, HARRY E. BENNETT, JR. reports having spotted the following new buses: DUNDALK BUS LINES No. 13, a GM TDH-4519, five PD-4107's for MONUMENTAL MOTOR TOURS (201-205?) and two PD-4107's for BALTIMORE & ANNAPOLIS (1901-1902?).

CLEVELAND

EASTERN GREYHOUND LINES recently sold its CLEVELAND-PLAINESVILLE-ASHTABULA operation, one of its few remaining commuter services, to LAKE PORT LINES, INC of Painesville. Included in the purchase price, which was approved by the Public Utilities Commission of Ohio, were twenty-two commute buses. The Greyhound garage in Painesville will be the base of operations.

MONTREAL

On April 11th the MONTREAL TRANSPORTATION COMMISSION discontinued all remaining trolley coach operations, replacing them with motor coaches. At the same time, two new routes were established, one a premium fare rush hour limited stop operation. The first steps were taken to integrate the surface lines with the new Metro rail rapid transit system. Through extension of some of its existing lines, MTC began serving Ville d'Anjou, which had been serviced previously by its own municipal operation. Nine other lines were either extended or were given schedule improvements. MTC recently took delivery of 100 new motor coaches, fifty from Canadair-Flxible (who is building Flxible new-look transit buses in Canada under a contract with Flxible) and the remaining fifty from General Motors Diesel, Limited, built by General Motor's Canadian subsidiary at its plant in London, Ontario.

CLUB NEWS

MEETING NOTICE:

The May, 1966 meeting of the UNITED TRANSIT BOOSTERS will be held on Sunday, May 8, 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 Blvd. in the Hollywood district of Los Angeles. The building in which the meeting will be held is located on the corner of Sunset Blvd. & Sycamore Ave. which is one block east of La Brea Ave. Access to the meeting room is obtained from the parking lot at the rear of the bank.

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 Sunset & La Brea) or Line 93--L. A.-VAN NUYS-PACOIMA (walk from Sunset & Highland); these coaches can be boarded northbound on Hill St. in downtown. From the southwest side, Lines 85--CRENSHAW-VINE-LA BREA or 89--FAIRFAX AVE. will take you to Sunset & La Brea. From Pasadena, Eagle Rock and Glendale, Line 31--HOLLYWOOD-GLENDALE-PASADENA will take you to Hollywood & Orange Drive. From San Fernando Valley communities, the following service is available: From Panorama City, Van Nuys or North Hollywood, Line 93--L. A.-VAN NUYS-PACOIMA will take you to Sunset & Highland; from Tarzana, Encino, Sherman Oaks, Studio City and Burbank, Line 81--VENTURA BLVD.-HOLLYWOOD-BURBANK will take you to Hollywood & Highland.

Meetings for the months of June and July will be held at 7:30PM on June 12 and July 10.

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

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CALIFORNIA CAPITULATIONS

BY WARREN F. QUON

STOCKTON METROPOLITAN TRANSIT DISTRICT (SMTD):

SMTD directors recently approved a $700,000 expansion and modernization program. Two-thirds of the funds needed have been applied for through application of a federal aid grant and the remaining one-third would come from existing bond funds, operating income and sales of used buses. The program will be three phase and the initial phase will begin as soon as funds are available. The first part of the program includes purchase of ten air-conditioned 35 seat buses, modernization of general offices, and the installation of bus washing and vacuum cleaning equipment. The second phase covers the purchase of five air-conditioned 41 passenger buses, installation of 350 bus stop signs, and development of a management information center to corrlate growth, revenue, and other data gathered by the district in order to be able to continually improve service. The final phase, beginning in 1967 will involve dewelopment of a passenger information center, purchase of five more 41 seat buses, and installation of 20 bus stop shelters.

ANCHOR BUS LINES (ABL):

Effective April 18th ABL started serving Lemoore and Armona with one trip each way daily except Sundays and holidays. The same trips also serve Riverdale and Easton. All other service operates express between Lemoore Naval Air Station and the Trailways Depot in downtown Fresno. There were also two round trips added on weekends. ABL operates under six different schedules, depending on the day of the week. To show how varied the schedules are, a Day and Trips breakdown is presented:

DAY(S)	TRIPS FROM FRESNO	TRIPS FROM LEMOORE N.A.S.
Daily	3	2
Escept Sun. & Hol.	2	3
Friday Only	0	1
Friday & Saturday	1	1
Sat., Sun., & Mon.	1	1
Sunday Only	2	2

CONTINENTAL WESTERN LINES (CWL):

CWL recently stopped serving Ceres, Keyes, Mettler Station and Sylmar as a part of the LOS ANGELES-SAN FRANCISCO LOCAL route. The towns were formerly all flag stops. On April 24th CWL schedules were converted to Pacific Daylight Time and all eastbound schedules were rescheduled to depart and arrive at Los Angeles one hour later. LOS ANGELES-SAN FRANCISCO and LOS ANGELES-SEATTLE services were unaffected by the time change.

BAKERSFIELD MUNICIPAL TRANSIT SYSTEM (BMTS):

Free bus service for the Cottonwood Road-Lakewood Avenue area of southwest Bakersfield has been proposed as a war on poverty program to the Kern County Community Action Program Committee, the agency channeling Office of Economic Opportunity programs in Kern County. Estimated cost of the program is $54,000 annually. Current service in the area is provided by Line 1--MAYFLOWER-CASTRO on an hourly midday and half-hourly peak schedule Monday through Friday and hourly on Saturday.

CALIFORNIA CAPITULATIONS (CONTINUED):

ORANGE BELT STAGES (OBS):

Beginning on April 24th the BARSTOW-BAKERSFIELD morning trip no longer serves the Barstow SANTA FE railroad station; it only serves the Bakersfield SOUTHERN PACIFIC depot. The BAKERSFIELD-BARSTOW afternoon trip no longer makes connections with SP trains at either Bakersfield or Barstow. Previously, the afternoon trip started at the Bakersfield SP depot, bypassing the GREYHOUND depot.

WESTERN GREYHOUND LINES (WGL):

On April 24th, Folders 1-13 were reissued in green ink and the covers of folders 1-10 now sport pictures of scenes on "Scenicruisers" instead of the former drawings. Among the schedule changes made were the addition of a commute round-trip on the SAN FRANCISCO-VALLEJO service, one round trip was added to the TRAVIS AIR FORCE BASE-SAN FRANCISCO INTERNATIONAL AIRPORT route, and a 4:00 AM express trip from San Diego was added on the LOS ANGELES-SAN DIEGO line. Trips destined to Westlake on the SAN FRANCISCO-LINDA MAR-HALF MOON BAY line have been extended from the former terminal near Skyline Blvd. and Montclair Dr. to Skyline Blvd. and Westmoor Ave. CLOYD KIMBALL, formerly WGL Director of Transportation has been appointed as President of EASTERN GREYHOUND LINES with headquarters in Cleveland, Ohio. In an effort to improve bus service to Mammoth Lakes from the U. S. 395 turnoff, the Mono County Board of Supervisors has filed a formal complaint with the California Public Utilities Commission. Board members indicated that they want to see WGL provide direct service to the village, located approximately four miles west of U.S. 395, as a part of its LOS ANGELES-MOJAVE-BISHOP-RENO route. Mammoth Lakes passengers now meet buses at the junction of U.S. Highway 395 and State Highway 203. Mono County is located about 125 miles south of Lake Tahoe and is bordered on the east by the Nevada state line.

SANTA BARBARA TRANSIT COMPANY (SBTCo):

On last November 28th, SBTCo's two newest lines (started on March 29, 1965) Line 8--FIVE POINTS, an hourly service to a Santa Barbara shopping center, and Line 9--STOW CANYON LOOP-CATHEDRAL LOOP, an hourly Goleta local operation, were eliminated. Other changes made included the spacing of the six round trips on Line 7--MONTECITO-CARPINTERIA to provide a two hourly headway throughout the the day, rather than only rush-hour service. Line 6--GOLETA received an extra "college session" Friday and Saturday night trip at 10:10 PM returning to the University of California at Santa Barbara campus at Goleta. Normally the last outbound trip leaves Santa Barbara at 5:50PM. The former system timetable was discontinued in favor of four individual line timetables. Last month the Santa Barbara City Council voted to extend its monthly subsidy of $1,448 to SBTCo to June, 1966 when it is hoped a transit district proposition on the June ballot will pass and the district will take over all transit facilities. Previous efforts by the City Council to have other cities in Santa Barbara County subsidize SBTCo operations have failed. The boundaries of the proposed district include Santa Barbara city and unincorporated territory from the Ventury County line west to approximately Winchester Canyon in Goleta Valley, but excluding the city of Carpinteria. The district would contain 82 square miles and have a population of about 125,000. It is planned to allow the district to levy a tax at the rate of up to five cents for each $100 of assessed valuation to cover deficits in bus fare revenue for facilities owned or operated by the district.

CALIFORNIA CAPITULATIONS (CONTINUED):

SAN FRANCISCO MUNICIPAL RAILWAY (SFMRy):

A $96.5 million bond issue for the modernization of SFMRy has been recommended to the SAN FRANCISCO PUBLIC UTILITIES COMMISSION by its staff and engineering consultants as the initial step in a long range plan to begin in 1967 and extending for six years. It will ultimately cost about $395 million, with the possibility of as much as $200 million in federal aid. The bond issue is to be presented to the voters at the November election and will provide for the following: 660 motor coaches, 150 trolley coaches, 100 rail rapid transit cars, 5 additional cable cars, extension of Line 61--CALIFORNIA from California and Market Sts. to Ferry Park, extension of Line 59--POWELL-MASON from Bay and Taylor to Fisherman's Wharf, Powell Street track replacement, restoration of Washington-Mason cable car division, tunneling from the end of the SFMRy/BARTD tunnel line at St. Francis Circle to 19th Ave. & Holloway, modernization of Forrest Hills station, rebuilding of the Twin Peaks tunnel signal system, paving and refinishing the Sunset Tunnel for joint bus and rail operation, automatic fare collection system for Market Street subway, two-way radio system for all SFMRy vehicles, and added construction at the various divisions. The program, if passed will mean adding the equivalent of 36.65 cents per $100 of assessed valuation a year to the city tax rate over a twenty year amortization period. Added points of the transit program which will be financed later, include rerouting most of the present surface lines to connect with the proposed rapid transit lines; a Twin Peaks Rapid line, planned for the initial bond issue; a Richmond Rapid, under Geary and Post Sts. from Market and Montgomery Sts. to 45th Ave.; a Sunset Rapid, under Market and Duboce through the Sunset Tunnel to 19th Ave.; and the BARTD operated Mission Rapid under Mission St. and on the Southern Freeway to Daly City. Due to the extremely high cost of the proposed Richmond Rapid, several less costly alternatives are also being considered. They include elevating the line between Masonic Ave. and 45th Ave. or operating a three lane "Bus Way" with private bus underground right-or-way to Masonic Ave. Information for the above article was "borrowed" from Passenger Transport, a publication of the American Transit Association and from The Bay Area Electric Railroad Review, a publication of The Bay Area Electric Railroad Association.

PASADENA CITY LINES (PCL):

The Pasadena Board of City Directors recently voted not to oppose PCL's application for fare increases and service changes requested by the company at a PUC hearing. The board also voted not to waive an $11,000 annual franchise fee to assist PCL'S precarious finances. PCL has requested a basic 25¢ fare and to increase the cost of 20-ride school tickets to $4.00. According to correspondent ROBERT HIGGENBOTHAM, the service cuts would eliminate all night service from 10:30PM to midnight daily. Line 1--COLORADO BLVD. would begin service later on weekends and Saturday frequency to Highland Park would be reduced from half-hourly to hourly, and Sunday service to Highland Park would be eliminated. Line 2--NORTH LINCOLN-NORTH HILL would have rush hour service reduced and would also start later on weekend mornings. Line 3--NORTH FAIR OAKS-NORTH LAKE rush hour service would be changed from 12/24 to 14/28 and Sunday morning will be cut from 30 to 40 minutely. Line 4--NORTH LOS ROBLES-SOUTH LAKE would be through-routed on Sundays with a portion of Line 5--WEST CALIFORNIA-NORTH ALLEN giving a 80 minute service with one bus between 7:30AM and 6:30PM on the North Los Robles-North Allen routing, eliminating Sunday service on West California. Line 6--LA CANADA will loose all Saturday service. Line 8--WASHINGTON would be abandoned, except for school service. The PUC would require that PCL purchase five 45-seat buses by 7-1-67 and five 35-seat buses by 7-1-68. The final PUC decision will be made at a later date.

(Continued at bottom of Page 6)

RTD REPORT

VALLEY REROUTING:

Effective May 1st, the "H" branch of Line 81--VENTURA BLVD.-HOLLYWOOD-LOCKHEED-BURBANK was rerouted in the Encino area to serve the new West Valley Hospital. The rerouting sends buses north on Balboa Blvd. to Burbank Blvd., west to Louise Ave., north to Hatteras St. and thence over the former route.

NEW DIVISION OPENS:

The brand new Division 12 (Long Beach) located at 770 Chester Street, in close proximity to the former location, was officially opened on April 27th. The garage area can handle twice as many buses as the former garage, which was originally constructed by the PACIFIC ELECTRIC RAILWAY as a rail facility.

REPAINTED COACHES:

The following coaches have been repainted in the new chrome yellow, saddle tan and white paint scheme since our last listing: 2167, 2311, 2318, 2329, 5335, 5373, 5510, 5513, 6570, and 6573

SURPLUS EQUIPMENT:

Coaches 6658-6662 (GMC TD-3609's) have been declared surplus and are currently in storage, and 6663-6664 (TDH-3612/738, 799) were sold to SANTA ANA TRANSIT CORPORATION recently. Additional 6600's (TDH-3610's) are expected to become surplus upon the arrival of 55 Flxible 35 seaters.

RAPID TRANSIT BILL SIGNED:

California Governor Edmund G. Brown recently signed a bill that will permit the Los Angeles County Board of Supervisors to raise $3.9 million to finance preliminary plans and hearings for a rail rapid transit system. Financing provisions of the bill allow the supervisors to use one or more of three alternatives to raise the movey: a $1 vehicle license fee, a commercial parking lot fee not to exceed five percent of gross receipts, and additional property taxes. The taxes would be levied only on a one-time, one year basis.

STUDENT DISCOUNT CARDS:

On May 15th new RTD Student Privilege Cards good for a 40 percent reduction in RTD fares and reduced rate admissions to numerous Southern California cultural, recreational, and entertainment events were inaugurated. The discount cards are now issued for students of both public and private institutions and will sell for 50 cents and will be valid any time, any day except between 4:30 PM and 6:45PM Monday through Friday. The cards will also be good at the Hollywood Bowl, Greek Theatre, Pacific Ocean Park, Movieland Wax Museum, and all theaters operated by Pacific Theaters. It is hoped that increased riding will offset any potential fare losses.

CALIFORNIA CAPITULATIONS--PCL (CONTINUED):

The PUC staff also recommended that PCL's proposals be granted, with a few exceptions: tokens should be available at 5 for $1.00, and that night lines should be scheduled to connect with SCRTD Line 71--LOS ANGELES-PASADENA VIA SHORT LINE.