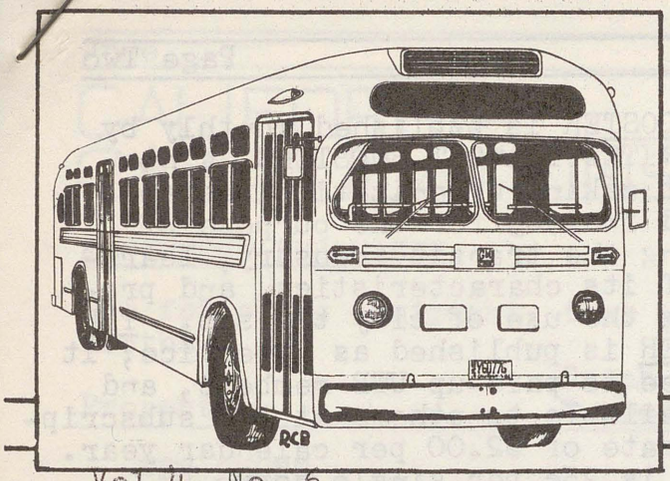


THE BOOSTER

Monthly Publication of The United Transit Boosters

'Dedicated to Better Transit'

Vol 4, No. 6 June, 1966 Six Pages

OKLAHOMA CITY

A new CENTRAL OKLAHOMA TRANSPORTATION AND PARKING AUTHORITY has been established by the Oklahoma City Council to take-over the operations of the CITY BUS COMPANY on about September 1st in order to insure continued transit service. CBC has notified the city that it will liquidate its equipment and discontinue all service on September 1, 1966. An application is being considered for federal funds. COTPA has also begun to purchase 75 used 45 seat buses, which are preferred to be air-conditioned; three 40 passenger new buses and two small shuttle buses for service in the downtown area. The authority envisions extensions of several routes, creation of new lines, and an advertising program to stimulate transit riding.

ST. LOUIS

Streetcar operation came to an end on Saturday, May 21st, when the 15--HODIAMONT line was converted to motor coach operation. A portion of the rail line operated over a private right-of-way, which will be graded and paved as a roadway for the exclusive use of buses. Neighborhood rallies were held at two locations along the streetcar right-of-way to mark the event.

BI-STATE TRANSIT SYSTEM recently took delivery on fifty new General Motors buses, presumably model TDH-5303's.

BILLINGS

WESTERN TRANSIT COMPANY, operator of the local transit system in this southern Montana city, has reported a slight profit during the past six months. It was the first time in many years that the company has operated in the black. Three of the four routes are profitable, with the south-side route's income less than half of the other three. WTC and the city council have signed a franchise agreement under which the city will hold the company's operating certificate from the Montana Railroad and Public Service Commission, allowing a ten cent a gallon discount on fuel taxes and the city will pay the company's insurance premium.

BOSTON

The MASSACHUSETTS BAY TRANSPORTATION AUTHORITY has received a $2.5 million federal grant to help finance a large modernization and expansion program. Initial steps in the program include purchase of 150 new air-conditioned buses, including 55 buses with left-hand doors and special mufflers to permit conversion of present trolley coach operation on the last four trolley coach lines to motor coach operation, and permit operation of buses through Harvard Square tunnel, The initial plan also includes a new garage in Cambridge, and extensions of all rapid transit lines.

CLUB NEWS

MEETING NOTICE:

The June, 1966 meeting of the UNITED TRANSIT BOOSTERS will be held on Sunday, June 12, 1966. It will be convened at 7:30PM 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 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 AVENUE 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 July and August will be held at 7:30PM on July 10 and August 14.

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

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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 --Micheal J. 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:

Acting Editor --Edmund Buckley

National News Division:

Edmund Buckley, Director
1167 North Serrano Avenue
Los Angeles, California 90029

California News Division:

Warren F. Quon
1101 West 38th Street
Los Angeles, California 90037

CALIFORNIA CAPITULATIONS

BY WARREN F. QUON

EQUIPMENT PURCHASES:

The following equipment, that we know of, was acquired during the last few months:

Property	Coach Numbers	Builder	Model/Serial Numbers	Notes
NEW BUSES				
Airport Coach Service	203-204	G.M.C.	PD-4107/171-172	
Barrett Transportation Co.	2816-2819	G.M.C.	PD-4107/259-262	
American Bus Lines	6953-6957	Silver Eagle	6895-6899	New info.
	6958-6961	Silver Eagle	????	
Western Greyhound Lines	2401-2440	M.C.I.	MC5A/????	
	2900-2923	M.C.I.	MC5A/????	
USED BUSES				
Pomona Bus Lines	--	G.M.C.	TGH-3101/546	Ex-Vegas Tst. N-150
	--, 4	GMC/ Superior	602773/0542-0543	73-seat pusher
Santa Ana Transit Corp.	2071-2072	G.M.C.	TDH-3612/738, 799	Ex-SCRTD 6663-6664
	2488-2489	G.M.C.	TDH-3714/279, 282	Ex-SMMBL 118, 121
	2660-2661	G.M.C.	TDH-3714/501-502	Ex-Moyers Stages 101-102
Pomona Valley Municipal Transit System	3617-3618	G.M.C.	TDH-3612/823-824	Ex-LBPTCo 3617-3618
	4570, 4572	G.M.C.	TDH-4507/1320, 1322	Ex-LBPTCo 4570, 4572
South Coast Transit Corp.	2838, 2840	G.M.C.	PD-4151/325, 327	Ex-Metro. Transit (Seattle)
Santa Ana Bus Service	----	G.M.C.	PD-4151/355	Ex-WGL 9321
Gray Line of Los Angeles	701-705	Fitzjohn	----	Correction
Knickerbocker Transp.	11	Crown	(3-axle, 40 ft.)	Ex-Tanner
	7221	G.M.C.	PD-4104/226	Ex-WGL 7221
Shine-Phillips*	108, 111	Crown	A-779-11/????	Ex-Tanner
	141-142	Crown	A-779-11/33481-33482	Gray Line

* - SHINE PHILLIPS, with headquarters in Hollywood, provides passenger and frieght transportation for movie studios.

CONTINENTAL WESTERN LINES (CWL):

Effective June 8th, an additional summer only round trip was added to the

CALIFORNIA CAPITULATIONS--CWL (CONTINUED):

LOS ANGELES-WICHITA-NEW YORK CITY route. The trip will leave Los Angeles at 6:00PM and the returning trip arrives in Los Angeles at 7:05AM. The former 6:00PM LOS ANGELES-OKLAHOMA CITY-NEW YORK CITY Five Star trip was switched to leave at 11:00PM. During the months of June, July and August, the Special Tour Fare of $99 for 99 Days Ticket will not be honored on any Five Star Schedule. However, they will be honored on all other non-Five Star services.

MOYERS STAGES (MS):

MS, a Fresno suburban operator, has filed an application with the Public Utilities Commission of the State of California, asking for permission to eliminate the eleven mile FRESNO-CLOVIS route, because of a continuing decline in patronage on its seven daily round trips. The line accounted for $7,000 of the company's $10,000 deficit last year. If the application is approved, MS will have only its FRESNO-CALWA-SANGER-DEL REY route to the eastern part of Fresno County. This is the same route that the company started business with, about fifty years ago. Over the years, MS has operated several routes throughout central California. Present equipment consists of Flxible "Clippers".

LAGUNA TRANSIT COMPANY (LTC):

LTC, who serves the City of Laguna Beach, extended its line one mile south from Three Arch Bay, along Pacific Coast Highway to Monarch Bay Plaza. Afternoon service is hourly, with a 45 minutely operation up to 11:00AM, using one of the company's three 21 passenger Coachettes, Nos. 209, 210, or 211.

POMONA VALLEY MUNICIPAL TRANSIT SYSTEM (PVMTS):

On May 2nd PVMTS inaugurated bus service from Pomona to Chino. The operation was formerly run by CHINO TRANSIT LINES, whose owner, driver and mechanic, MANUAL MARTINEZ, passed away on April 1st. CTL used school buses and ran an hourly to two-hourly service. For approximately one month, no service was operated, until PVMTS began running the present two round trips Sunday through Friday, with three trips on Saturdays, on a trial basis. Weekend trips skirt downtown Chino to directly serve the California Institution for Men. One-way fares to Chino are 40 cents, 75 cents to the CIM, and ten cents for a transfer to the regular Pomona city lines. Service between Chino and Los Serranos has been completely discontinued. PVMTS has rerouted Line 3--WEST HOLT-INDIAN HILL BLVD. and Line 6--HAMILTON BLVD.-SOUTH TOWNE AVENUE due to the widening of White Avenue.

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT (ACT):

A federal grant of $410,000 has been awarded to ACT , who has ordered twenty 51-seat buses (probably GMC TDH-5304's) and ten 45 seaters (probably GMC TDH-4519's). ACT Directors have authorized the extension of Line 93--HESPERIAN BLVD. from San Lorenzo to the new Chabot College, which will require an additional bus, and Sunday service on Line 15A--COLLIDGE AVE to Lincoln Ave. & Mountain Blvd. to serve the Morman Church and Greek Orthodox Church. Both changes were instituted on June 5th. Architects are now designing a new downtown passenger shelter, subject to participation by merchant organizations and the City of Oakland. ACT transit information is now included in the first pages of the Yellow Pages telephone book for Oakland. A system map and a description of individual lines provides this information.

CALIFORNIA CAPITULATIONS (CONTINUED):

SANTA ANA TRANSIT CORPORATION (SATC):

On April 30, SATC commenced operations replacing the temporary SANTA ANA TRANSIT COMPANY which had taken over the operations of the former SANTA ANA BUS SERVICE during February. SATC began service on Saturday instead of the announced May 1st, which was a Sunday. Correspondent ROBERT HIGGINBOTHAM, who witnessed the operations of the first day, said that at Fourth & Broadway, the main intersection through which all routes pass, there was a red carpet and portable schedule boxes, plus a driver to assist the passengers with the new set-up. The schedule boxes were borrowed from another AMERICAN TRANSIT CORPORATION property, BIRMINGHAM TRANSIT COMPANY, who had used the street schedule boxes as part of its "Gus, The Talking Bus" promotional program. The routes have been reshaped considerably to eliminate circuitous loop routings in favor of more direct, faster service. The only loops are on the very ends of the lines. There are now seven lines (actually only 3, as Lines 1--FASHION SQUARE, 2--SOUTH BRISTOL and 3--SOUTH MAIN are combined for scheduling purposes, Lines 4--SULLIVAN and 5--NORTH BROADWAY are another pair, with Lines 6--HONER PLAZA and 7--SOUTH FLOWER being the final combination). Service on all lines is half hourly 7:00AM to 6:00PM on weekdays. On Saturday mornings, hourly service is operated until 10:00AM, then half hourly service until 6:00 PM. No service is operated on Sunday and holidays. Requirements are eight buses, with only four needed for Saturday morning operations. As may be noted by looking at the equipment delivery list in this issue, SATC has recently acquired six GMC 36/37 seat "Pairy" coaches. These coaches are supplemented by the five GMC TDH-4509's that are leased from SAN DIEGO TRANSIT SYSTEM. SATC is anxious to purchase more 36/37 seaters so it can return the leased buses. The new buses have already been repainted in the new ATC two-tone light green paint scheme. Santa Ana Mayor, HARRY HARVEY stated, "We are happy and relieved to see a private company take-over bus service here". He also stated, "There has been no talk of a subsidy or any other government favor". ATC President, Nick Giancoma, stated that he would like to use the Santa Ana system as the nucleus of a bus system covering all of Orange County. ATC has already acquired two other properties in the Santa Ana area, running them as SOUTH COAST TRANSIT CORPORATION. SATC uses drivers from the same pool as South Coast and also uses their garage, but the two companies are kept separate. Mr. Giancoma also stated he is willing to work with the newly created ORANGE COUNTY RAPID TRANSIT DISTRICT, to provide feeder and local service to the proposed OCRTD lines to give fast growing Orange County the fast and modern transit service it deserves.

AIRPORTRANSIT (APT):

On May 25, APT stepped-up its LOS ANGELES-L.A. INTERNATIONAL AIRPORT line to a twenty minutely service between downtown and the airport, from the former half-hourly schedule--except on Saturday, which still has 40 minutely service. An additional early morning trip was added following the former last bus, the new trip leaves downtown at 1:55AM.

INGLEWOOD CITY LINES (ICL):

ICL has reduced Monday through Saturday service on its Line 3--CRENSHAW & IMPERIAL-INGLEWOOD-LOS ANGELES INTERNATIONAL AIRPORT route from 20 minutely to 25 minutely in the rush hours, and from half hourly to 40 minutely during base service. Coach requirements for the line remain at three for peak hour service and two buses for base operations.

CALIFORNIA CAPITULATIONS (CONTINUED):

SAN DIEGO TRANSIT SYSTEM (SDTS):

Following Public Utilities Commission approval, SDTS eliminated, on June 19th, 185 unprofitable trips per week and furloughed twenty more operators. Line C--30th ST.-NAVAL STATION, D--LA JOLLA-ASTRONAUTICS PLANT and G--DOWNTOWN-ASTRONAUTICS PLANT (TB-6/65) were discontinued entirely. Hourly Saturday service was abandoned on Lines B--ALLIED GARDENS, K--CATALINA BLVD. and T--CROWN POINT. Ninety minutely Saturday service was abandoned on Line F--MONTEREY HEIGHTS-LEMON GROVE. Line J--SPRING VALLEY-FLETCHER HILLS was separated into two lines, with a branch of Line E--EL CAJON giving hourly service to Fletcher Hills and Line F was rerouted via the Spring Valley loop of the former Line J. Former Lines 12 and W were combined to save one bus, and have been merged into a new Line 12--PARADISE HILLS-LINCOLN ACRES. SDTS lost $110,500 on the above routes in 1965. On June 7th, San Diego voters approved a ten cent tax override to finance purchase and operation of a publicly owned transit system. Unofficial returns indicate the measure passed with a 58% vote. The San Diego City Council has already made application to the federal government for a grant of $3.5 million to help finance purchase of SDTS and fifteen new buses.

AIRPORT SERVICE, INC. (ASI):

Effective June 1st, ASI extended its LONG BEACH-LOS ANGELES INTERNATIONAL AIRPORT route from the Breakers International Hotel in downtown Long Beach to the Long Beach Harbor. This extension will be operated on those dates on which ASI has agreements with the various steamship companies for either steamship arrivals or departures. At other times, this service will be operated for a minimum of five or more adult fares on advance reservation.

KNICKERBOCKER TRANSPORTATION (KT):

KT is a new charter and sightseeing operator in the Los Angeles area. The company operates a 9½ hour tour, starting from Grauman's Chinese Theatre in Hollywood, daily in summer and daily except Sundays during the winter. Departure is at 9:00AM, and includes the Universal Studio tram tour for the $10.00 fare (children--$5.00). This tour is noteworthy because it includes many points of interest not covered by other tour operators, such as Exposition Park.

REPRINT: due to technical difficulties, the following articles appeared illegible in most of the copies of the April issue:

EUREKA-REDDING STAGES (E-RS):

E-RS, who runs a tri-weekly service between the towns of its name has been granted permission by the state Public Utilities Commission to boost fares by 10%, and package express charges by 45%. The minimum fare is now 30¢ instead of 25¢, and the minimum express charge is now $1.00

COACH TRANSIT (CT):

A new company, CT is operated by CREW TRANSIT, who runs a service for airline flight crews from the International Airport to hotels and other lodging facilities, started an L. A. INTERNATIONAL AIRPORT-MARINELAND route stopping at Redondo Beach and Palow Verdes, on March 28th. Equipment consists of 12-seat Checker strechouts, with rear baggage sections. About eight round trips are operated daily and one way fares range from $1.25 to $2.00.