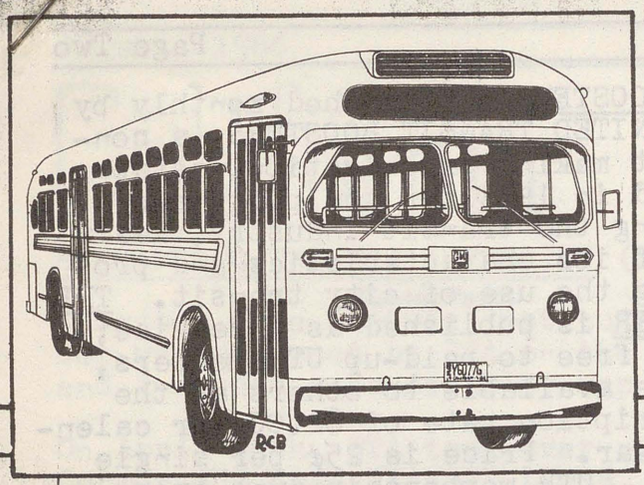


THE BOOSTER

Monthly Publication of The United Transit Boosters

'Dedicated to Better Transit'

Vol. 4, No. 8 August, 1966 Eight Pages

WICHITA

WICHITA TRANSIT INC., a wholly owned subsidiary of AMERICAN TRANSIT CORPORATION, purchased the former RAPID TRANSIT LINES and began operating the locas bus system under an interim agreement with the city of Wichita, pending acquisition by the city of a new fleet of buses and negotiation of a new franchise. Under the current agreement, former RTL buses will be used for six months and the city will provide free garage facilities, refund motor fuel taxes, and guarantee loses up to $3,000 per month.

SPRINGFIELD

OHIO: The SPRINGFIELD TRANSIT COMPANY, INC. will soon modernize its present fleet, now averaging twenty years per vehicle, with a fleet of twelve new 35-seat diesel buses, presumably GMC TDH-3501's. The federal government will contribute $123,480 and the city will provide $61,740 toward the purchase of the buses. Operating and maintenance costs will be reduced significantly.

ANACORTES

WASH. The Chamber of Commerce recently took a tour of this northern Washington city in a bus the city recently purchased after the city asked the Chamber of Commerce to implement a new local bus service. Plans toward this objective are now being considered. It is reported that the bus will be painted bright orange and yellow, colors of the local Arts and Crafts Festival.

EL PASO

Streetcar operations on Line 1--EL PASO-JUAREZ was replaced by buses on August 14th for a period of approximately ten months during construction of the new Chamizal bridges. Although EPCL would like to abandon the rail operation entirely, the franchise in force with the Mexican Government calls for the use of streetcars. Ten GMC TD-4007's, imported from another NATIONAL CITY LINES property, SALT LAKE CITY LINES, but without numbers, along with EPCL's own 4007's are to be used on the route. Information provided by correspondent HENRY J. LEINBACH, JR.

CINCINNATI

Ten new airconditioned GMC TDH-5303's have just been purchased by the CINCINNATI TRANSIT COMPANY and brings to 180 the total number of airconditioned buses in the 397 bus fleet. Sufficient airconditioned buses are now available for 100 percent requirements on weekday base, Saturday and Sunday service. CTCo recently raised the basic fare, for the first time since 1957, from 25¢ to 30¢, with tokens available at 4 for $1.00.

ST. LOUIS

The decline in the number of passengers handled by St. Louis' BI-STATE TRANSIT SYSTEM, halted as the passengers carried figures for May and June of this year are above that for the same period in 1965. There was an operating surplus of $38,000 for June.

CLUB NEWS

MEETING NOTICE:

The September meeting of the UNITED TRANSIT BOOSTERS will be held on Sunday September 11, 1966. It will be convened at 8:00PM in the studio-auditorium of the Gary-Knause Apartments, located on the northwest corner or Mirimar & Lucas (address, 245 South Lucas Ave.) in the Crown Hill section of Los Angeles.

To reach the meeting place by public transit, board a SCRTD Line 4--MELROSE AVE. coach northbound on Hill St. in downtown Los Angeles (or elswhere, at your convenience); ride to 3rd & Lucas, disembark and walk one block north.

ENTERTAINMENT for the meeting will consist of a two-hour program, consisting of some 200 color slides. The program was put together for UTB by TB staffman RICHARD KUNZ, as an audio-visual edition of his Midwest Memo. It is a program designed to acquaint us with transit operations in the Chicago area; views of streetcars, interurbans, rapid transit cars, commuter railroad trains, trolley buses, and motor buses of most Chicago area companies, past and present, are included.

Meetings for the October, November and December meetings will be held at the same time and place. Dates: October 9th, November 13th and December 11th.

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Both are on a calendar year basis.

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NATIONAL NEWS (CONTINUED):

MINNEAPOLIS

TWIN CITY LINES recently took delivery on 35 new General Motors buses, presumably TDH-5303's. These coaches, along with 20 more just ordered from GM and TCL's other previously acquired 5303's, Nos. 101-200, will give TCL a total of 155 "New Look" coaches. The remainder of the fleet consists of 104 GMC TDH-5103 buses, Nos 900-1004, and 395 GMC TDH-5105's, Nos. 1005-1399. The New Look coaches presumably have or will replace 150 gasoline Mack buses in the C-41GT 647-736 series, and the C-45GT 737-811 series, plus 25 model C-50DT Mack diesel buses, Nos. 1501-1525.

NEW TRANSPORTATION JOURNAL

Beginning in 1967, a new quarterly transportation journal, Transportation Science will be published by the Operations Research Society of America.

California Capitulations

Reported by Warren F. Quon

SACRAMENTO TRANSIT AUTHORITY (STA)

A system-wide 50¢ Sunday Pass was instituted by STA in April. A special promotional folder was released by STA on the service. It points-out places of interest, and includes a Sunday-only map of STA's routes.

On April 24th, STA took-over operation of the routes and equipment of the former SUBURBAN TRANSIT LINES, which was owned by ALLEN TRANSPORTATION CO., and operated into the suburbs to the north and west of Sacramento. Schedules remain unchanged, with the following exceptions: Line I--CITY COLLEGE-Mc CLELLAN FIELD SPECIAL became a part of route "F"; and the establishment of hourly evening service on Line D2--ARDEN FAIR-CARMICHEAL between downtown Sacramento and the Arden Fair Shopping Center. As a service to its new patrons, STA issued a new and detailed route map of the suburban system, plus individual line schedules.

STA purchased fifteen former STL buses for use on the STL lines, pending the arrival of new buses. The following is a partial roster of SUBURBAN TRANSIT LINES that we obtained on two separate visits to the STL garage, and which is believed to be approximately 90% complete:

Coach Numbers	Builder	Model/Serial Numbers	Year Built	Seats	Comments
301	GMC	TDH-3610/1239	1948	36	
306-307	GMC	TDH-3610/1237-1238	1948	36	
309-310	GMC	TDH-3610/1240-1241	1948	36	
320-329	GMC	TDH-4509/1948-1957	1951	--	1 door, ex GIBSON LINES 6920-6929
403	GMC	TD-4506/214	1945	47FF	1 door, ex US Navy
404	YC	TD-4505/561	1942	--FF	1 door, ex US Navy-?
405	GMC	TD-4506/222	1945	--FF	1 door, ex US Navy
406	YC	TD-4505/591	1942	--FF	1 door, ex US Navy-?
407	YC	TD-4505/010	1941	--FF	1 door, ex PGL K1142
409	YC	TD-4505/592	1942	--FF	1 door, ex US Navy-?
412	GMC	TDM-4509/190	----	45FF	High side windows, 1 door, "TDM-4509S"
418	GMC	TDM-4509/522	----	49HBFF	1 door
430	YC	TD-4502/032	1940	45	Ex LAMTA 6013
431	YC	TD-4505/047	1941	45	Ex LAMTA 6115
432	YC	TD-4505/057	1941	45	Ex LAMTA 6125
433	YC	TD-4505/062-?	1941	45	Ex LAMTA 6130-?
434	YC	TD-4505/064	1941	45	Ex LAMTA 6132
435	YC	TD-4505/085	1941	45	Ex LAMTA 6153
436	YC	TD-4505/081	1941	45	Ex LAMTA 6154 or 6149?
437	YC	TD-4505/098	1941	45	Ex LAMTA 6166
438	YC	TD-4505/101	1941	45	Ex LAMTA 6169

FF - Forward Facing HB - High Back

By July, all STL buses had disappeared from former STL lines. These routes

CALIFORNIA CAPITULATIONS--STA (CONTINUED):

are now being served by ten new G. M. Coach TDH-4519, purchased by STA, for use on STL routes, along with miscellaneous TDH-3610's and 4512's. Eight of the new 4519's (316-323) are standard transit coaches, featuring semi-bucket seats; the other two (251-252) feature the new Super-V Transmission (for high-speed performance), suburban type seats, overhead baggage racks and a public address system. All ten coaches are airconditioned, and have "split" destination signs--the first STA coaches so equipped (with the latter feature). The STA fleet is now nearly 30% airconditioned. Three more New Look airconditioned buses are expected to arrive shortly; two more standard TDH-4519's and one which may be equipped with a mechanical transmission.

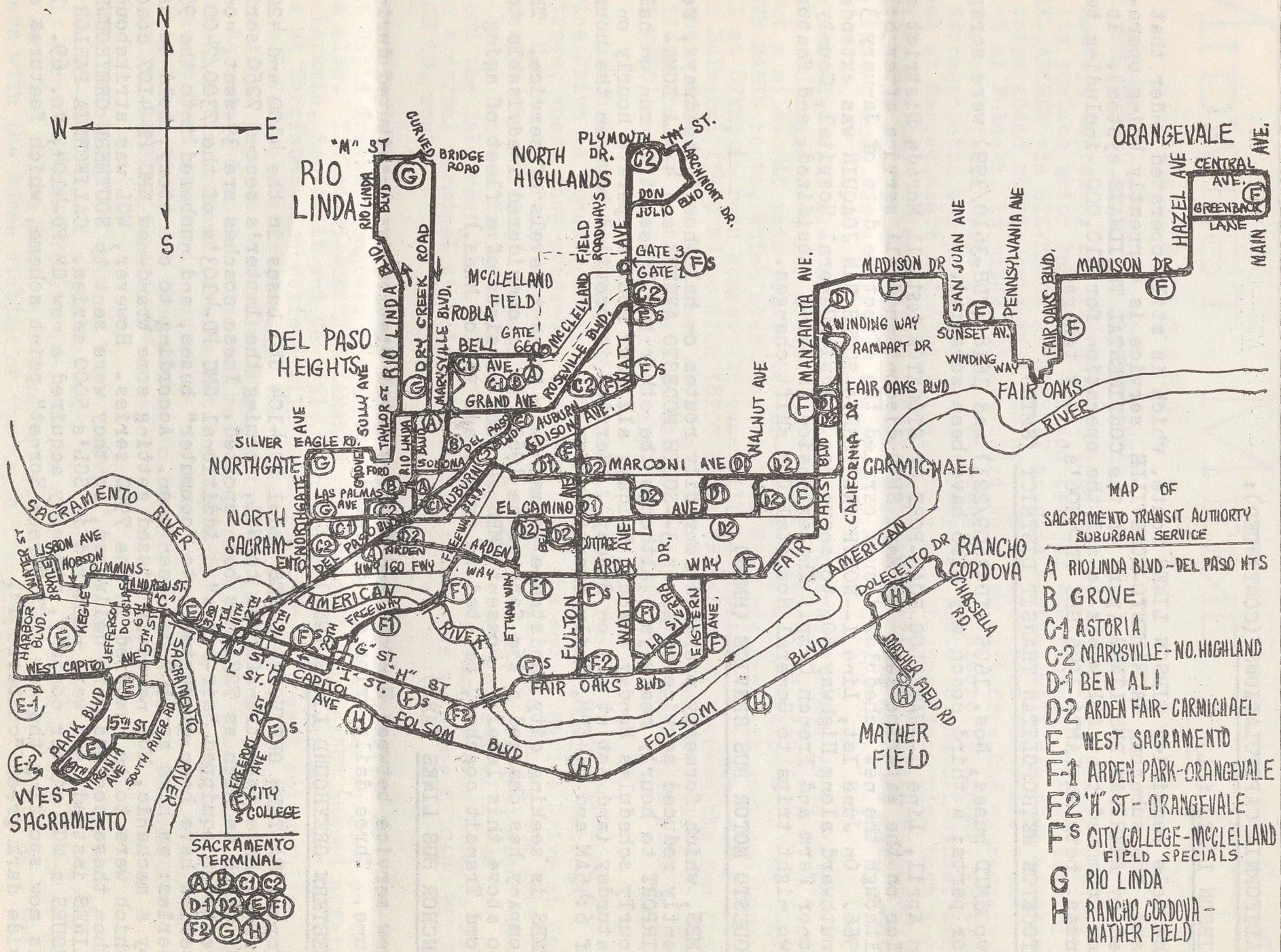
Below is a summary of the service now provided on STA's suburban division routes:

LINE		BASE		RUSH		EVENINGS		NIGHT		SATURDAY		SUNDAY	
No.	NAME	HDY.	REQ	HDY	REQ	HDY	REQ	HDY	REQ	HDY	REQ	HDY	REQ
A	RIO LINDA BLVD DEL PASO HEIGHTS	30	2	AM/PM 30/40	AM/PM 2/3	80	1	140	1	60	1	3RT	1
B	GROVE	—	—	1RT/40B 3IB	1/3	—	—	—	—	—	—	—	—
C-1	ASTORIA												
C-2	MARYSVILLE NORTH HIGHLAND	60	2	60/45	2/3	COMBINED WITH A	COMBINED WITH A	COMBINED WITH A	COMBINED WITH A	120	1	4RT	SEE LINE A
D-1	BEN ALI	60/120	2	30/20/10	5/4	60	1	—	—	BASE 60/120 PM RUSH 45/90	BASE 2 PM RUSH 3	—	—
D-2	ARDEN FAIR CARMICHAEL												
E-1	WEST SACRAMENTO (CLOCKWISE)	30/60	2	30/60/30/60	2/2	1RT (EX SUN)	SEE LINE D	—	—	60	1	4RT	SEE LINE A
E-2	WEST SACRAMENTO (COUNTER-CLOCKWISE)												
F*	CITY COLLEGE McCLELLAN FIELD SPECIAL	—	—	2 TRIPS/2 TRIPS	SEE LINE F-1	—	—	—	—	—	—	—	—
F-1	ARDEN PARK ORANGEVALE	120/180	1	60/60	3/1	—	—	—	—	—	—	—	—
G	RIO LINDA	—	—	1RT/1RT	1/1	—	—	—	—	—	—	—	—
H	RANCHO CORDOVA MATHER FIELD	—	—	1RT/1RT	1/1	—	—	—	—	—	—	—	—
TOTALS			9		17/18		2		1		5 BASE 6 PM		1 AM 2 PM

* FORMERLY STL LINE "I" HDY - SCHEDULED HEADWAYS (MIN) REQ - COACH REQUIREMENTS RT - ROUND TRIPS

ALLEN TRANSPORTATION COMPANY (ATCo)

Since having sold its subsidiary, SUBURBAN TRANSIT LINES, to the SACRAMENTO TRANSIT AUTHORITY, ATCo has purchased AMADOR STAGE LINE, which operates between Sacramento and Jackson, and between Stockton and Jackson. ASL used two Chevrolet (Corvair) Greenbriars and one Armbruster/Chevrolet (stretchout) on the route. Purchase of ASL by ATCo will give them an unlimited ICC Charter Certificate. It is understood that the plan is to order two Flxettes for the Stockton-Jackson-Sacramento operation. ATCo presently owns two PD-4104's and four three-axle intercity Crowns (with GM Diesels). Information provided by correspondent, BOB BURROWES.



MAP OF
SACRAMENTO TRANSIT AUTHORITY
SUBURBAN SERVICE

- A RIOLINDA BLVD - DEL PASO HTS
- B GROVE
- C-1 ASTORIA
- C-2 MARYSVILLE - NO. HIGHLAND
- D-1 BEN ALI
- D2 ARDEN FAIR - CARMICHAEL
- E WEST SACRAMENTO
- F-1 ARDEN PARK - ORANGEVALE
- F2 "H" ST - ORANGEVALE
- F^S CITY COLLEGE - McCLELLAND FIELD SPECIALS
- G RIO LINDA
- H RANCHO CORDOVA - MATHER FIELD

DRAWN BY G.L. SQUIER

CALIFORNIA CAPITULATIONS (CONTINUED):

GIBSON LINES (GL)

The sole remaining GIBSON LINES route, which is still operated under that name, the suburban SACRAMENTO-ROSEVILLE service is currently being operated by AMERICAN BUS LINES (part of the CONTINENTAL TRAILWAYS system). It is now rumored that ABL wants to sell the operation for $10,000--including two buses, both ex-LAMTA 1946 GMC TD-4506's. Any takers?

STOCKTON METROPOLITAN TRANSIT DISTRICT (SMTD)

Two SMTD buses, Nos. 1605 (TD-3609/223) and 1618 (TDH-3610/399) were scrapped for parts; a third coach may also have been scrapped.

In April, Line 7--WATERLOO ROAD-PORT OF STOCKTON lost all Morada District service on the Waterloo leg. In May, SMTD discontinued all service after 6:30PM, although the new schedules issued carried the effective date of January 3, 1966. On June 1st, Line 1--NORTH CALIFORNIA-SOUTH SAN JOAQUIN was extended southward along Highway 50, to serve San Joaquin General Hospital, County Honor Farm and French Camp. The extension is being subsidized, and features two night trips to General Hospital for shift changes.

MODESTO MOTOR BUS SERVICE (MMBS)

MMBS, which formerly operated four city routes on half-hourly headways, recently reduced service on Lines 3--SOUTH MODESTO AVENUE and 4--LA LOMA-AIRPORT to hourly headways. Although the other two lines still run on half-hourly schedules Monday through Friday, all four routes operate hourly on Saturday (and not at all on Sunday). Service is provided between the hours of 6:45AM and 5:45PM, daily except Sunday.

MMBS is seeking city assistance to maintain present levels of service. The company has charged a 25¢ fare since 1963; it is considered inadvisable to go above this level. (Present MMBS service consists of a fleet of aging Ford Transit coaches, painted in oragne and yellow hues.)

ANCHOR BUS LINES (ABL)

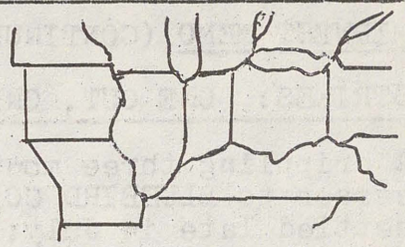
New service between Hanford and Lemoore Naval Station was instituted during June. Three daily trips are operated.

WESTERN GREYHOUND LINES (WGL)

Former EASTERN GREYHOUND LINES model PD-4104 GMC buses in the 4100 and 4200 series have been transferred to WGL, forming the latter's second 7250 series, of which as high as 7271 has been spotted. These coaches are 39-seat, non-restroom equipped "air-rides". Additional GMC PD-4103's of the 7300/7400 series have been converted into "commuter" buses, and numbered into the 9550 series; as high as 9587 has been seen. According to one story, told to us by a mechanic, WGL narrowly missed getting some brand-new GMC PD-4107 coaches, which were to be numbered in the 7900 series. However, WGL was strikebound when these coaches were delivered, so they were sent to SOUTHERN GREYHOUND LINES instead, and were numbered in SGL's 5000 series. CALIFORNIA PARLOR CAR TOURS a WGL sister company, recently acquired a new GM PD-4104, No. 69. It is now sporting the new CPCT "Green Hornet" paint scheme, which features a wide dark green "cumberbund".

MIDWEST MEMO

By RICHARD KUNZ



CTA SERVICES TO EXPAND IN SEVERAL AREAS

On Monday, September 12, the CHICAGO TRANSIT AUTHORITY will extend several of its surface motor bus lines and add several new routes. The successful 62AX--ARCHER via STEVENSON EXPRESSWAY express service will see nine additional trips added to it, extending the nonstop service from the present exit point at Pulaski, 1¼ miles southwestward to a new exit from the expressway, at Cicero. These trips will then run southward in Cicero to Archer, westward to Narragansett, and south over an entirely new route to the off-street terminal at Narragansett and 63rd Place. This will be the first time that any service has been offered along (south) Narragansett; the nearest north-south line in the area is on Cicero, two miles eastward. The new runs will operate during rush-hours only, in the prevailing direction of riding.

The same day will also see extension of the 50--NORTH DAMEN route in rush hours southward from its present terminal at Damen-Blue Island to Damen-35th, about a mile. At this point, the line will make a connection with the 50A--SOUTH DAMEN route, which also runs to 35th St., but from its southern terminal at 87th, in rush hours. It then will be possible to travel along Damen from Balmoral (5400 N) to 87th (8700 S) by transferring between the two lines at their common rush terminal at 35th. There are no immediate plans to consolidate the two routes; the area between their normal terminals at Blue Island (#50) and 47th (#50A) is largely industrial.

Some rush hour trips of the 156--WILSON-LA SALLE line will be rerouted via Marine Drive (a local roadway which parallels Lake Shore Drive) between Montrose, where they presently turn west, and the end of Marine Drive at Foster. Residents of the many high-rise apartment buildings facing the lake requested the service. Several years ago, service was instituted along Marine Drive between Irving Park and Montrose; this new routing will further extend the lakefront line. No. 156 coaches operate downtown via LaSalle St. from a normal terminal at Wilson-Ravenswood; this was a former CHICAGO MOTOR COACH CO. route.

On the city's west side, a new route linking two stations of the West-Northwest Rapid Transit Congress Branch will begin trial rush-hour service on that date also. Titled 25--CENTRAL-LARAMIE, the line will be a "U" shaped affair via Laramie, Roosevelt and Central, with a north terminal at each end of the line at Harrison. Connections will be made at the northeast end with the Cicero-LaVergne station, and at the northwest end with the station at Central. There is at present no service along either of the legs of the "U", though the Laramie end at one time had rush hour trips on Line 57--LARAMIE running south from the present terminal at the Rapid Transit station to Roosevelt. Roosevelt Road itself is served in the area by the east-west 12--ROOSEVELT trolley coach line, and from Austin to Laramie by WEST TOWNS BUS COMPANY's 5--CHICAGO-ROOSEVELT-LARAMIE route.

Already in operation, having begun service August 1, is the mile extension of the 96--LUNT-TOUHY route westward via Touhy to Kedzie, and south to the newly opened Winston Towers condominium project. Alternate daytime trips on the Lunt leg of the Route are diverted via the new terminal, connecting the Towers with the Morse station of the Rapid Transit.

MIDWEST MEMO (CONTINUED):

STRIKES: ONE OUT, ONE IN (?)

A crippling three month strike against the WEST SUBURBAN TRANSIT LINES, successor to BLUEBIRD COACH LINES (formerly of Lyons, now in Lombard, Ill.) was settled late in July; the firms red and white coaches began rolling again on July 25th. WSTL links downtown Chicago with Joliet, Aurora and some close-in western suburbs, and had been strikebound since April 20th. Meanwhile, a definate strike threat still exists against the EVANSTON BUS COMPANY, whoose brown and yellow G. M. Coaches serve nine northern suburbs. A strike was originally scheduled for July 30th, by Amalgamated's local 241 (which also represents CTA and WEST TOWNS drivers), but was held off by an injunction filed in Cancery Court. The union wants a 70¢ hourly increase spread over three years; the company countered with a 28¢ offer, stating that even if EBC's 20¢ to 25¢ fare increase is approved, the demands of the union could not be met.

QUICKIES: SOUTH SUBRUBAN SAVEWAY LINES' 211th STREET route is to be extended 2½ miles westward to Central from its Crawford terminus. . . Daniel McNamara, Amalgamated local 241's boss for half a century has retired at age 80. . .Some local transit and charter firms had to purchase new, proper license plates after a recent state crackdown. . . DALLAS TRANSIT SYSTEM's trolley coach newtork is no more, quietly departing the Texas scene last month (July)

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WEST TOWNS BUS COMPANY -- 1966 ROSTER OF EQUIPMENT

Coach Numbers	Builder	Model/Serial Numbers	Year Built	Comments, Notes & Remarks
700-719	GMC	TDH-4509/553-572	1949	702, 705, 712 sold to Memphis
720-744	GMC	TDH-4509/835-859	1950	723, 726, 732-733, 740-741 "
745-748	GMC	TDH-4509/2218-2221	1952	745 sold to Memphis, 1960
751-762	GMC	TDH-4509/1921-1934*	1952	(* All in order except 1932 & 1934, reversed) Ex Indianapolis Transit 1001, 1003-1011, 1014, 1012 renumbered in order except as noted.
763-782	GMC	TDH-4509/083, 069, 092, 081, 080, 072, 074, 077, 096, 104, 112, 737, 738, 740, 103, 111, 735, 109, 087, 101	1949-50	Purchased from San Diego Transit System in 1963 (5 units) and 1964 (15 units). Old SDTS numbers, in the order of new WTBS numbers are: 929, 915, 938, 927, 926, 918, 920, 923, 942, 950, 958, 964, 965, 967, 949, 957, 962, 955, 933, and 947. All in service.
801-810	GMC	TDH-4517/404-413	1960	All in service
811-820	GMC	TDH-4517/882-891	1960	All in service
821-830	GMC	TDH-4517/1299-1308	1961	All in service
831-835	GMC	TDH-4517/1561-1565	1961	All in service
836-840	GMC	TDH-4517/1758-1762	1962	All in service
841-850	GMC	TDH-4517/1769-1778	1962	All in service
851-860	GMC	TDH-4519/274-283	1964	All in service
861-870	GMC	TDH-4519/482-491	1964	All in service
871-875	GMC	TDH-4519/844-848	1965	All in service
876-880	GMC	TDH-4519/976-980	1965	All in service