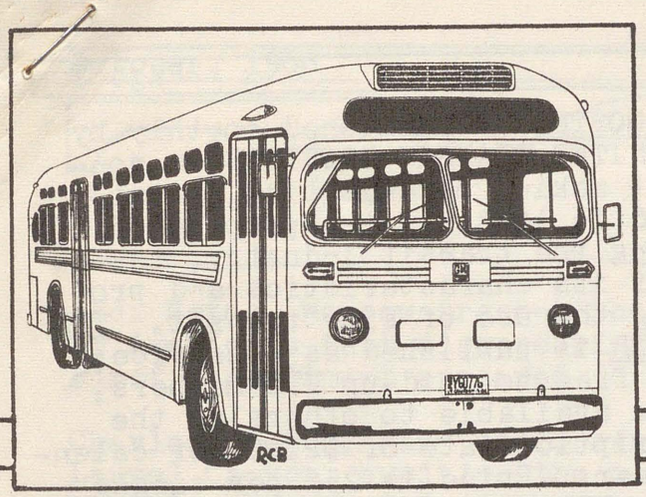


THE BOOSTER

Monthly Publication of The United Transit Boosters

'Dedicated to Better Transit'

Vol. 4, No. 10 August, 1966 Twelve Pages

OCT - 1966

SOUTH BEND

NORTHERN INDIANA TRANSIT, INC., the NATIONAL CITY LINES subsidiary operating in this Hoosier city may have to cease operations in the near future -- due to financial difficulties. The city of South Bend will "most likely" purchase the private firm. City subsidy of the property or complete transit service abandonment are the other alternatives. The mayor of the city Lloyd M. Allen, has praised NIT and its employees for doing a fine job under the difficult conditions and has stressed that transit service will continue. NIT increased fares to 30¢ (tokens at 8 for $2.00) in January, 1965 but reduced patronage and higher operating costs have offset the increase.

In other NCL news, six of their midwestern properties were recently sold to an unknown purchaser or purchasers (to the TB staff): AURORA CITY LINES, AURORA-ELGIN BUS LINE, ELGIN CITY LINES CHAMPAIGN-URBANA CITY LINES, QUINCY CITY LINES and BLOOMINGTON-NORMAL CITY LINES.

WATERLOO

Approval of a federal grant of $245,000 to the city of Waterloo, Iowa, to assist in the purchase of thirty new 35 passenger diesel motor coaches, has been announced by the U.S. Department of Housing and Urban Development (HUD). The buses will be purchased at the rate of ten each year and will be leased by the city to the WATERLOO-CEDAR FALLS TRANSIT COMPANY to replace its present aged equipment, much of which is over fifteen years of age.

RICHMOND

UTB member Bruce Korusek reports the following news from the dominion state: WINN BUS LINES, INC. has purchased VIRGINIA TOURS, INC.; included in the sale are four buses (believed to be three GMC PD-3751's and one Flxible Clipper) and the right to operate charter service in 36 states and Canada.

In Norfolk, Virginia, SOUTH NORFOLK TRANSIT COMPANY is now operating several new GMC TDH-3501's

DALLAS

TRANSCONTINENTAL BUS SYSTEM, INC. operating under the name of CONTINENTAL TRAILWAYS, has recently purchased several eastern seaboard intercity bus companies that were formerly independent TRAILWAYS carriers. The acquisition includes over 15,000 route miles extending from Maine to Florida with especially heavy coverage in the Carolinas, Virginia, West Virginia and Tennessee. Companies acquired include VIRGINIA STAGE LINES, INC., SAFEWAY TRAILS, INC., TRAILWAYS OF NEW ENGLAND, QUEEN CITY COACH CO., FORT BRAGG COACH CO., COASTAL STAGES, GRAY LINE OF CHARLESTON, S.C., GEORGIA-FLORIDA COACHES, SMOKEY MOUNTAIN STAGES, and TENNESSEE TRAILWAYS, INC. No changes in management are planned; the acquisitions will will enable the carrier to streamline operations and render more efficient service to the traveling public.

* * * * * *

CLUB NEWS

MEETING NOTICE

The November meeting of the UNITED TRANSIT BOOSTERS will be held on Sunday, November 13, 1966. It will be convened at 8:00PM in the studio-auditorium of the Gary-Knause Apartments, which is located at 245 South Lucas Ave. (on the northwest corner of Miramar & Lucas) 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 elsewhere at your convenience); ride to 3rd & Lucas, disembark and walk one block north.

The December meeting will be held at the same time and place. Exact date is December 11, 1966. (Meetings are held on the second Sunday evening of each and every month.)

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 use of city transit. THE BOOSTER is published as a service; it is free to paid-up UTB members, and is available to others at the subscription rate of $2.00 per calendar year. Price is 25¢ per single copy. UTB membership dues are:

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U. T. B. OFFICERS:

General Manager --Gerald L. Squier
Secretary --David P. Landes

EDITORIAL STAFF:

Editor --Gerald L. Squier
Associate Editor
--Edmund A. Buckley, Jr.
Reporters:
--Warren F. Quon
--Richard R. Kunz

U.T.B. BUSINESS AND EDITORIAL ADDRESS:

2734 Lytelle Place
Los Angeles, California 90065
Telephone: (213) 254-1168

NATIONAL NEWS (CONTINUED):

SEATTLE, WASH

The Seattle Transit Commission will request through the city that the Washington State Legislature permit the SEATTLE TRANSIT SYSTEM to operate beyond the city limits. STS would like to extend its lines at least to the Boeing Developmental Center, an estimated two miles beyond the city limits. The recently announced plans to inaugurate "Blue Streak" express bus service over the freeways would be further enhanced as a large portion of the Boeing complex, the first area to be served by the new service, is beyond city borders. Plans to acquire an additional fifty 51-seat diesel buses are now being formulated with an eye toward application of a federal grant to help offset a portion of the cost. STS last purchased new equipment in 1963 when 100 Flxible F2D6V-401-1 coaches were acquired.

CORPUS CHRISTI, TEXAS

The City of Corpus Christi has been awarded a $528,000 federal grant by the U. S. Department of Housing and Urban Development. The grant, along with a similar local contribution will enable the city to purchase 12 used buses and storrare facilities from NUECES TRANSPORTATION COMPANY, as well as 8 new 45-passenger and 19 35-passenger diesel buses and refurbish existing facilities. The city has been leasing the bus system from the private company since December 31, 1965

T.C.

BY RICHARD R. KUNZ

(Ed. Note: We now present the second installment in a series of articles on America's fast disappearing transit vehicle--the trolley coach. The first installment appeared in the September, 1965 issue of this publication.)

Charles Spencer Mann stood anxiously by the LA-P station at the foot of Laurel Canyon, awaiting the completion of the final adjustments on the crude vehicle that rested on the pavement before him. The success or failure of his Laurel Canyon Utilities Company depended on whether or not his new-fangled "trackless-Trolley car" could make the grade, literally and figuratively. The residents of his refined Bungalowtown development were not at all satisfied with the Utilities Company's crude gasoline "autobuses", and prospective homebuyers were finding the unreliability of the transportation facilities to be a strong factor in deciding to locate elsewhere.

And so, on that warm September day in 1910, as onlookers either professed wild enthusiasm for the strange hybrid, or voiced dire predictions as to its speedy demise on the steep gradients, Mann's technicians gingerly raised the gawky wooden poses with their aluminum shoes to the overhead wires. Although history fails to record exactly what took place at the inaugural run, it is a safe bet to assume that the publicity-conscious Mann took the controls of the converted Oldsmobile, and invited dignitaries present to join with him in opening a new transportation link to Bungalowtown. It is probably also safe to assume that not all who were asked to ride that first trip did so, no doubt pleading "urgent business" back at their offices.

Slowly at first, then with a burst of speed born with the confidence that the things actually did work, Mann eased the little coach through a shower of sparks up Laurel Canyon Boulevard. As the gradient increased to 8% and then to 12%, the fast 25 mph speed dropped to 15, then to 8 mph, and perhaps alarmingly to an almost dead stop. But the faith in electric power that Charles Spencer Mann professed was not to desert him, and the 600 volts of the LOS ANGELES-PACIFIC power that coursed through the twin overhead wires brought the makeshift trolley to a safe halt opposite the Log House inn at Lookout Mountain Drive. With sighs of relief (the largest of which no doubt came from Mann himself), the hardy passengers disembarked and went inside to toast the new venture, and proclaim their undying confidence in it. Plenty of "I told you so's" were voiced around the table as the inaugural party basked in the glow of the rich food and wines for which the Log House was justly famous.

At length, service of a regular nature began on the new line, and those who were unfortunate enough not to secure a ride on the initial run queued up to wait their turn to travel to Bungalowtown. Both vehicles were pressed into service, and residents and the curious alike could board a coach every half hour from 7:45AM to 11:15PM. Though it cost a whole dime to ride the mile and a half line, people flocked to it, and one July Fourth, the Utilities Company reported in excess of 2,000 riders. Apparently, the sixteen passenger units were well filled all day long, and the one man assigned to each coach as operator and conductor really earned his pay.

Since Mann, although not inclined to be stinting as far as creature comforts

T. C. (CONTINUED):

for his tenants and their guests were concerned, was a frugal and prudent business executive, the transportation division was quite spartan in its makeup. Just one pair of overhead wires sufficed for the entire line, and coaches passed midway by the procedure of drawing power only in the upward direction, coasting with lowered poles enroute to the LA-P station at Sunset Boulevard. When first built, the two Oldsmobiles were open, "touring car" type units, and the conversion to electric power did not alter the outward physical appearance of the cars. Some time after the inaugural run, the bodies were inclosed, probably as a concession to the cooler temperatures at certain times in the hills.

Although the grades on the hilly line ranged from 4.5% to 12%, the pair of 15 horsepower motors in each of the two units were able to propel the 3,000 pound coach along at the quite respectable speed of 25 mph, dropping to 8 mph only on the steepest slopes.

The line did have its headaches--although safety was a paramount consideration, and no fatalities were ever recorded, the hilly terrain traversed by the little cars posed the problem of occasional runaways and other minor accidents. Mrs. Mary Mann, widow of the energetic promotor recalled for an interview in Mass Transportation in 1946 that one motorman ran his coach a little too fast into the garage at the rear of the Log House, went through a wall and hung over a 50 foot precipice. Needwess to say, the management reported that service was interrupted briefly through circumstances beyond its control.

All too soon "progress" came again to the Laurel Canyon Utilities Company, in the form of a "new breed" of vehicle, the Stanley Steamer. By 1915, the little trolleys were aging fast, and the reluctant decision was made to substitute a new "new-fangled contraption". Probably without much real mourning, the two trackless trolleys that began an era were put out to pasture, the wires were taken down, and Bungalowtown residents scurried to and from civilization in the comfort of a brand-new Stanley Steamer.

Even the Laurel Canyon Utilities Company died, soon after. The official corporation records of the State of California report the dissolution of the company on January 10, 1916. Mann died shortly thereafter, and the Log House was sold, first to actress Bessie Love, and later to C. J. Milliron, president of Los Angeles' Fifth Street Store. Today all traces of the trolley coach's first, shaky beginnings are gone, and the hills no longer ring with the Ooohs and Aashs of fascinated onlookers at a bit of history.

NEXT: Mr. King shows the way.

MIDWEST MEMO (CONTINUED FROM PAGE TWELVE)

since the demise of the North Shore Line in 1963), and the Golf Mill Shopping Center in Niles (where it connects with routes of UMC). . . RITZENTHALER'S AIR-RIDE INC., operating a pair of ex-DENVER TRAMWAYS CORP. GMC TDH-5105's in contract service between the employees' parking lot and the main terminal building of Chicago's O'Hare International Airport, has added a third identical unit, ex-DTC No. 979.

California Capitulations ★★

Reported by Warren F. Quon

EQUIPMENT REPORT

Following is a list of vehicles that have come to our attention as having been purchased since our last report:

Name of Company	Coach Numbers	Builder	Model/Serial Numbers	Comments
NEW BUSES:				
Fresno Municipal Lines	661-662	G.M.C.	PD-4107/501-502	Airconditioned
Airport Coach Service	205	G.M.C.	PD-4107/542	Airconditioned
AirporTransit	1035	Flxible	Starliner/????	Airconditioned
American Buslines	6962-6964	Bus & Car	Silver Eagle/????	
Goodall Charter Service	4773	Crown	----	3 axle inter-city, high-level, rest room. Named Palomar
USED BUSES				
Pacific Scenic Lines	114-115	G.M.C.	TDH-4507/1323, 2584	Ex LBPTCo 4573, 4582
	116	Y. C.	TD-4005/???	Ex SDTS
	117	G.M.C.	TD-4506/850	Ex SCRTD 6398
	---	G.M.C.	TD-4507/157	Ex LBPTCo 4568 No new number.
Brock Bus Lines	202	Crown	----	2 axle, ex TGL 135 or 136.

SAN DIEGO TRANSIT SYSTEM (SDTS)

Effective September 11th, Line T--CROWN POINT weekday rush hour service and all-day service on weekends to Sea World was discontinued for the winter. Line E--EL CAJON had one additional Saturday night/Sunday morning inbound trip added, leaving Comanche and El Cajon Blvd. (3 minutes running time east of College Ave.) at 12:30AM. Line E's 5:36AM trip from San Diego (Monday through Saturday) has been extended, now running through to El Cajon instead of terminating at La Mesa.

SANTA ANA/SOUTH COAST TRANSIT CORP. (SATC/SCTC)

According to correspondent ROBERT HIGGINBOTHAM, over 50 downtown Santa Ana and South Main St. merchants have established a "Ride-N-Shop" program. Passengers on inbound trips receive a coupon which, when validated, allows the patron a free ride home.

EL TORO TRANSIT LINES (ETTL)

ETTL is the new operator of the Santa Ana to El Toro Marine Base service formerly operated by SANTA ANA BUS SERVICE. Apparently, sale of the El Toro line was not included with the other SABS lines that SANTA ANA TRANSIT CORP. purchased. According to UTB member P. ALLEN COPELAND, the company has a new paint scheme, which consists of chocolate, white and green; the company's fleet consists of the following four buses:

Coach Number	Builder	Model/Serial Number	Year Built	No. of Seats	Comments
2	G. M. Coach	TD-3609/072	1946	36	Ex LBPTCo 7633
3	Mack	C-45GT/2712	1947	45	Ex LAMTA 5002
104	G. M. Coach	TDM-3610/1776	1948	40	Ex SABS 104
7632	G. M. Coach	TD-3609/071	1946	36	Ex LBPTCo 7632

Only nos. 2 and 3 have the new paint job. It is speculated that when 7632 and 104 are painted, they will become Nos. 1 and 4 respectively.

PASADENA CITY LINES (PCL)

System-wide service changes, as detailed here earlier (TB-5/66), were placed into effect on July 17th.

PACIFIC SCENIC LINES (PSL)

PSL, a Los Angeles area charter and school service operator, has adopted a new paint scheme; it consists of a basic white, with a broad gold belt line, with thin gold and maroon stripes. Former color scheme was red and white.

SANTA MONICA MUNICIPAL BUS LINES (SMMBL)

In connection with the arrival of their new GMC SDM-4502 suburbans, numbered 4101 and 4102 (TB-9/66) SMMBL and the downtown Santa Monica merchants sponsored a contest in which Santa Monica residents were invited to send in their guess concerning the exact arrival time of the buses at the Santa Monica City Hall. The coaches arrived at 4:31PM on Wedensday, July 13th. A Santa Monica newlywed had the closest guess and was the recipient of over $100 in gifts. Superintendent of Transportation TOM PRIOR stated that SMMBL presently has on order (for April 1967 delivery) ten more GMC "Dreamliners". These buses will probably replace the last TDH-4512's on the property, which would leave eight TDH-4801's and 13 TDH-5105's as the only non-New Look equipment.

WESTERN GREYHOUND LINES (WGL)

Reflecting the elimination of summer-only schedules, the new fall issues of folders 1 thru 13, dated September 7 and printed in brown ink, have been released. Folder 12, which consists of schedules for the CONTRA COSTA DIVISION of the SAN FRANCISCO BAY AREA COMMUTE REGION (SFBACR) was changed to include a list of stops in Contra Costa County. Folder 13, which consists of schedules for the MARIN COUNTY DIVISION of SFBACR was changed to include a schedule for each Marin route. SFBACR schedule changes primarily consisted of the following: In the PENINSULA DIVISION, Line C--SAN FRANCISCO-PALO ALTO-SAN JOSE gained two rush-hour trips; in the CONTRA COSTA DIVISION, Line O--OAKLAND-WALNUT CREEK-CONCORD lost one round trip.

CALIFORNIA CAPITULATIONS--WGL (CONTINUED):

In other WGL schedule changes, the midday Dinuba-Fresno round trip on the FRESNO-DINUBA-TULARE route was dropped, leaving only one trip on the line. Also elimated was one round trip from Santa Rosa to Graton on the SANTA ROSA-MONTE RIO route and one local trip on the LOS ANGELES-FRESNO-SAN FRANCISCO route. Running time on express trips on the LOS ANGELES-SAN DIEGO route has been reduced by 15 minutes. Thru service is now being operated between Los Angeles and Spokane via Sacramento and Portland.

WGL applied to the California Public Utilities Commission for an intra-state fare increase--including commute fares.

FRESNO MUNICIPAL LINES (FML)

On June 1st, the following service changes were instituted:

Line 1--RECREATION-FRESNO STATE COLLEGE-WISHON received an improved Sunday headway of 45 minutely as opposed to the former hourly service.

Line 5--"C" ST.-NORTH FRESNO-FRESNO STATE COLLEGE had evening and Sunday service reduced from 60 to 90 minutely.

FML Bus Operations Manager, JERRY NICKELSON said that for the first time in 21 years the system has recorded an increase in patronage. The number of riders in the 1965-66 fiscal year were up 3,566; revenues were up $32,255. The largest increase was a 28.5% jump in charter business, which has resulted in the addition of two new G.M.C. PD-4107's to the fleet, and consideration of purchasing two MC-5A Challengers. Other units in the charter fleet include four PD-3751's (Nos. 83-86), two PD-4103's (Nos. 252-253) and one PD-4106 (No. 630)--all G. M. Coaches.

BAKERSFIELD MUNICIPAL TRANSIT SYSTEM (BMTS)

On September 6th, the following service changes were made:

Line 3--EAST NILES-COLLEGE HEIGHTS-STOCKDALE HIGHWAY. Formerly operating between College Heights (to the northeast) and East Niles (on Bakersfield's east side), this route has been extended to operate into downtown via 21st St. and is now thru routed with the Stockdale Hwy. leg of the former Line 2--STOCKDALE HIGHWAY-VIRGINIA COLONY. The new Line 2--VIRGINIA COLONY, which operates between downtown and Virginia Colony has had service stepped-up to a half-hourly headway all-day, instead of the former hourly base schedule.

CONTINENTAL WESTERN LINES (CWL)

On September 15, new CWL schedules were instituted, calling for retention of two of the three additional LOS ANGELES-SAN FRANCISCO trips (there are now six daily instead of the pre-WGL strike four) and also keeping the one additional LOS ANGELES-SEATTLE schedule making four daily trips. On the LOS ANGELES-OKLAHOMA CITY-NEW YORK route, one of the two Golden Eagle schedules was changed to a Silver Eagle and the additional summer-only Silver Eagle schedule was also retained through the winter.

AMERICAN BUSLINES (ABL)

Effective September 15, ABL schedules were revised for the winter, and called for the elimination of one of the six daily LOS ANGELES-DALLAS trips. Service on the LOS ANGELES-SALT LAKE CITY route remains at three trips a day. Three new Silver Eagles have been purchased by ABL for use on the LOS ANGELES-NEEDLES-OKLAHOMA CITY-NEW YORK route.

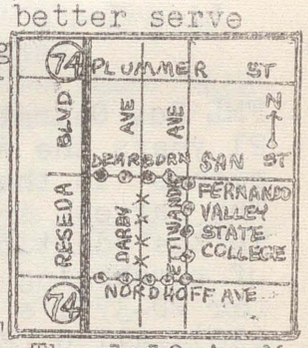
SCRTD REPORT

REROUTINGS

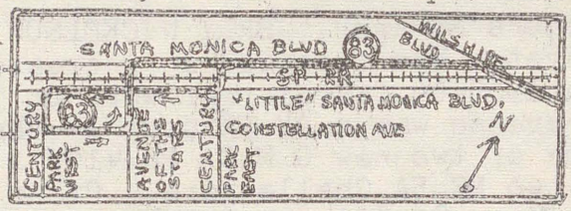
There were several reroutings and extensions that accompanied the changeover to fall schedules on September 18th:

Line 71--LOS ANGELES-PASADENA VIA FAIR OAKS received a new name and has had the restriction against handling local passengers north of California St. along Fair Oaks Ave. in Pasadena revised so that the line operates locally on Sunday, when PASADENA CITY LINES' Line 5--WEST CALIFORNIA-NORTH ALLEN does not operate. (Formerly "VIA SHORT LINE".)

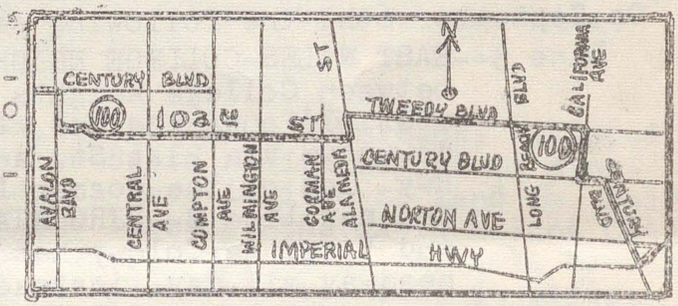
Line 74--NORTH HOLLYWOOD-RESEDA-SAN FERNANDO was rerouted to better serve San Fernando Valley State College by traveling along Etiwanda Ave. instead of Darby Ave. (See Map.) →



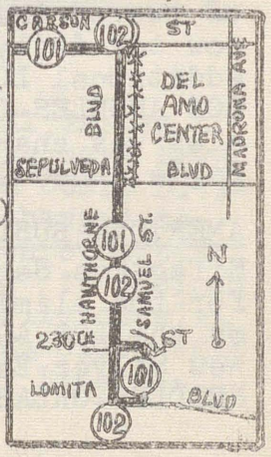
Line 83--WILSHIRE BOULEVARD Owl service has been extended westward from its former terminal at Wilshire & Santa Monica Blvds. into Century City via the Line 91--HOLLYWOOD BLVD. routing within the apartment/commercial complex. (See map above.) The 1:10 A. M., 2:10 A. M. and 3:10 A. M. trips from downtown L. A., and the 2:16 A. M., 3:16 A. M. and 4:16 A. M. trips to downtown operate over the new routing to/from Century City.



Line 100--CENTRUY BOULEVARD, which was inaugurated on July 5th for a two year test period with the help of the federal government, channeled through the State of California, has been extended from its former eastern terminal at 103rd St. and Gorman Ave. further eastward to Century Blvd. and Imperial Hwy. via 103rd St., Alameda St., Tweedy Blvd., California Ave., and Centruy Blvd. to Imperial Hwy. to serve the commercial-industrial area of South Gate.

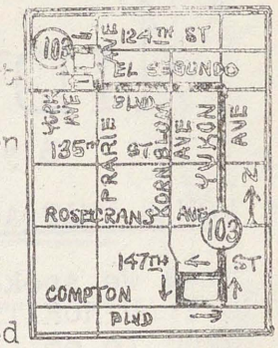


Line 101--CRENSHAW BLVD.-REDONDO BEACH which formerly terminated at the Del Amo Shopping Center at Hawthorne Blvd. and Carson St., was extended southward via Hawthorne Blvd. to Lomita Blvd., looping via 230th and Samuel Sts. (See map to right.) Buses will not be routed along the service road of Del Amo Center, but will travel along Hawthorne Blvd. (in both directions) making two stops for center bound patrons.



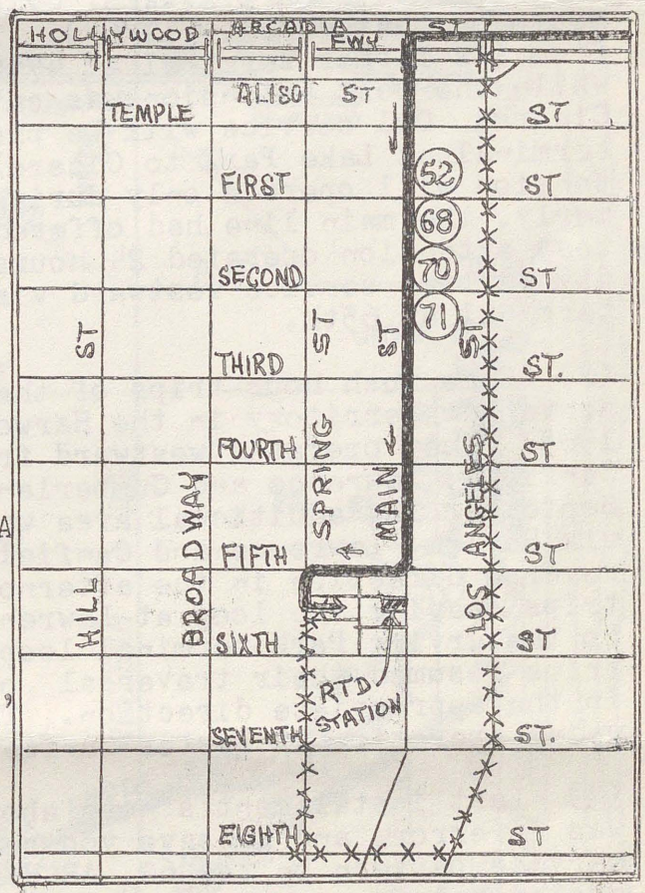
Line 102--AVIATION BLVD.-EL NIDO has also been rerouted to serve Del Amo Center by traveling along Hawthorne Blvd. (in both directions) instead of using the shopping center's service road (in both directions).

SCRTD REPORT--REROUTINGS (CONTINUED)



Line 103--MANHATTAN BEACH-YUKON AVENUE was rerouted on the eastern leg of the line to travel via Yukon Ave. instead of Kornblum Ave. between El Segundo Blvd. and Compton Blvd.

Lines 52--LOS ANGELES-ALHAMBRA-TEMPLE CITY
68--LOS ANGELES-MONROVIA-GLENDORA
70--LOS ANGELES-PASADENA VIA OAK KNOLL and
71--LOS ANGELES-PASADENA VIA FAIR OAKS have been rerouted inbound after 7:00PM daily and all day on Sundays and holidays via Arcadia St., Main St., Fifth St., and Spring St., then into the (temporary) RTD station--instead of traveling along Los Angeles St., Eighth St. and Spring St. The new route reduces running time by about three to four minutes.



ABANDONMENT

Line 88--LOS ANGELES-UNIVERSAL CITY-BUSCH GARDENS, which was instituted on June 19th (TB-7/66) was abandoned on September 18th after three months of operation. The line served the Universal City Studios and the Anheuser-Busch amusement center.

EQUIPMENT CHANGES

Coach Nos. 4000-4006, Flxible model 411-GD C2, have been assigned to Division 13 (Riverside) for use on the three Riverside local lines--62--EASTSIDE LOOP-MAGNOLIA AVENUE-LA SIERRA, 82--STREETER AVENUE and 99--CASA BLANCA.

4000 class coaches have also been placed into service on lines 113--COMPTON-WHITTIER, 114--COMPTON-LYNWOOD, 115--COMPTON-IMPERIAL HIGHWAY and 116--COMPTON-ARTESIA-LA MIRADA, operating out of Division 12 (Long Beach).

All of the "local" lines operating through Huntington Park are now entirely equipped with the 4000-class coaches; operating out of Division 2 (16th & San Pedro).

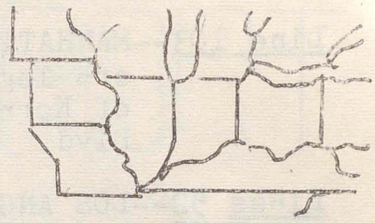
The new 5600-5624 series model FDV8C-401-7-AC-UL Flxible suburban coaches have been assigned to Divisions 11 (Sixth & Central) 12 (Long Beach) and 13 13 (Riverside) for use on Lines 59--LONG BEACH-RIVERSIDE and 60--LOS ANGELES-POMONA-RIVERSIDE-SAN BERNARDINO-REDLANDS.

ADDITIONAL REPAINTED COACHES

Several coaches have been repainted in the District colors of saddle tan, chrome yellow and white since our last listing, including: 2152, 2156, 2179, 2315, 2333, 2351, 2352, 2364, 2376, 2396, 5226, 5227, 5230, 5248, 5253, 5321, 5322, 5323, 5324, 5338, 5354, 5356, 5358, 5369, 5515, 5520, 5701, 5714, and 5728.

MIDWEST MEMO

By RICHARD R. KUNZ



HOW'S THAT AGAIN?

When we spoke last installment about the many changes that the CHICAGO TRANSIT AUTHORITY was instituting on its surface routes on September 12, we managed to omit two reroutings and thoroughly confuse another. To set the record straight:

(1) The mainline 47--47TH STREET (a trolley coach route until June 20, 1965) and its extension 47A--WEST 47TH STREET exchanged about a mile and a half of route on that date (9/12/66). The mainline service was extended westward from its former terminal at 47th-Archer to a new west terminal at 47th-Cicero, while the west extension was cut back from its former terminal at Archer to Cicero. Owl service will be provided on the entire mainline (from the east terminal at Lake Park to Cicero) on a half-hourly basis, while the west extension will operate only during daytime hours, Mondays thru Fridays. Formerly, the main line had offered owl service on its entire length, and the west extension operated 24 hours a day between Archer and Cicero, with weekday daytime service westward via 47th, Central, Archer and Austin to the terminal at 65th.

(2) Some rush hour trips of the 85A--FOSTER-CENTRAL route were extended to serve new territory in the Harwood Heights-Norridge suburban areas in March, 1965. They operated westward from the wye terminal at Foster-Canfield via Canfield, Lawrence and Cumberland to the loop at Irving Park-Cumberland. On September 12, additional area was added to the route, with all trips looping via Harlem, Lawrence and Canfield (operating one way in the morning and the reverse direction in the afternoon), with approximately the same number of trips leaving the loop at Lawrence-Canfield, and continuing west and south to the Irving Park terminal loop. Returning to Lawrence-Canfield, these trips resumed their traversal of the Lawrence-Canfield-Foster-Harlem loop in the appropriate direction. This newest change eliminates permanently the wying operation at Foster-Canfield.

(3) Last installment's note about the changes in Archer express service was in error, and to save you readers from further confusion, the present service pattern on the 62--ARCHER route (effective September 12, 1966) is quoted below:

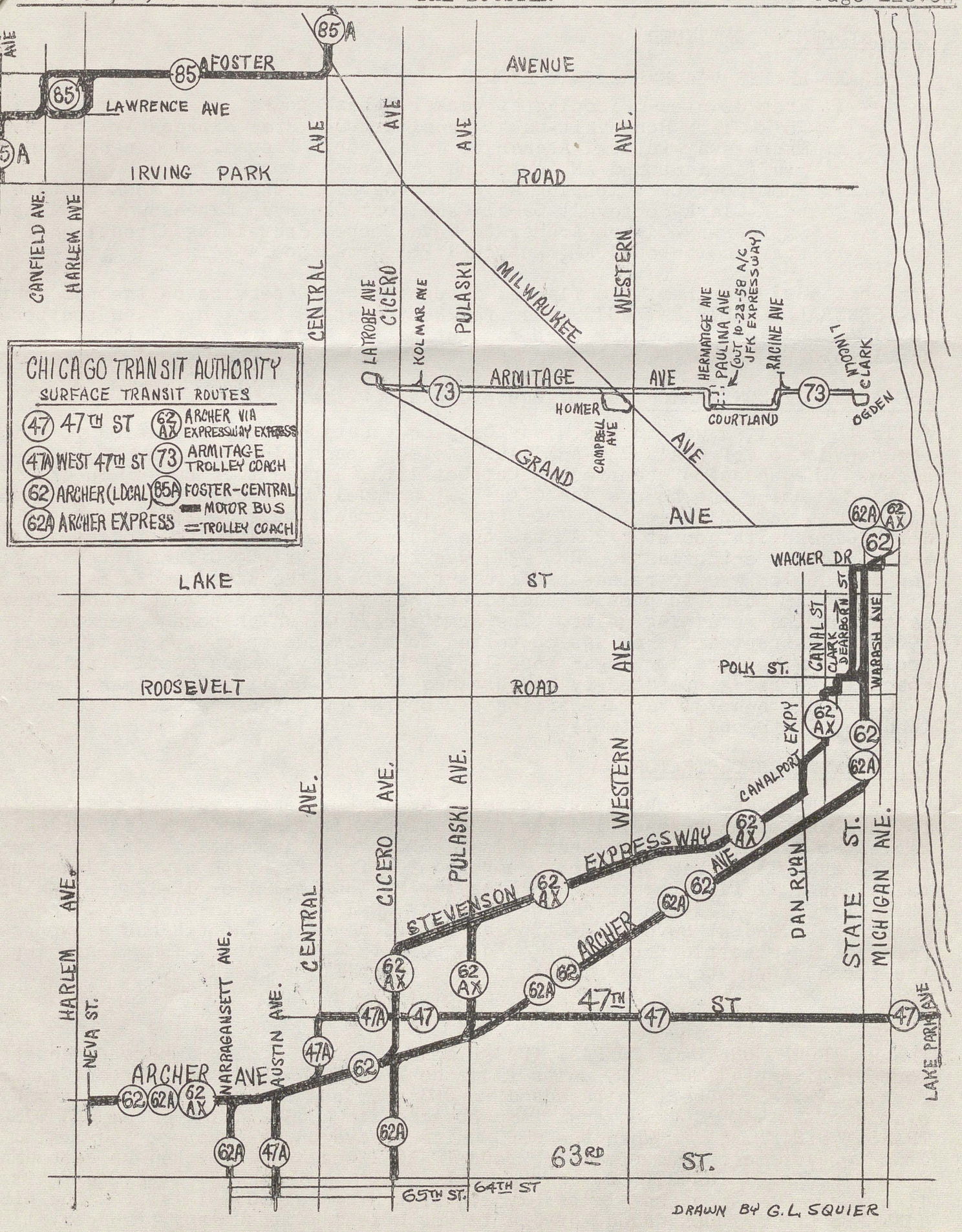
62--ARCHER (local service)

From downtown, via State-Polk-Dearborn-Wacker-State-Archer to Neva loop (½ block east of Harlem Ave.). 24 hour operation seven days.

62A--ARCHER EXPRESS

I. From downtown, looping at Wacker-Wabash pocket, via Wacker-State-Archer-Cicero to 63rd Place loop. Daytime hours, six days.
II. From downtown, looping at Wacker-Wabash pocket, via Wacker-State-Archer to Neva Loop. Both directions, rush hours only.
III. From downtown, looping at Wacker-Wabash pocket, via Wacker-State-Archer-Narragansett to 63rd Place Loop. Both ways, rush only.

(Continued)



DRAWN BY G. L. SQUIER

MIDWEST MEMO (CONTINUED)

62AX--ARCHER VIA EXPRESSWAY EXPRESS

I. From downtown, looping at Wacker-Wabash pocket, via Wacker-State-Polk-Clark-Roosevelt-Canal-Canalport-Dan Ryan Expressway-Stevenson Expressway-Pulaski-Archer to Neva Loop. Prevailing direction of traffic (inbound AM, outbound PM), rush hours only.

II. From downtown, looping at Wacker-Wabash pocket, via Wacker-State-Polk-Clark-Roosevelt-Canal-Canalport-Dan Ryan Expressway-Stevenson Expressway-Cicero-Archer to Neva Loop. Prevailing direction of traffic (inbound AM, outbound PM), rush hours only.

Got that now? Further, the planned inauguration of service on the new route 25--CENTRAL-LARAMIE EXTENSION, set for September 12 also, has been postponed to allow for some necessary curb reconstruction work at several places on the line.

THE ARMITAGE CONVERSION (G. L. Squier, guest writer)

While this writer was in the Windy City on vacation he had occasion to witness the conversion of CTA's 73--ARMITAGE trolley coach line to motor bus operation. The occasion occurred on October 16th, a bright crisp 40° Sunday morning. Doing the honors was CTA 9551, a model TC-50 Marmon-Harrington vehicle that was built in 1951. On board the coach, which pulled-in to the North-Cicero Station at 8:20AM was the Midwest Memo columnist, this writer and ten other enthusiasts. Run #342 was the last trip. Official reason for the conversion was to release sufficient coaches (the line used a maximum of 23 in the AM rush) to provide additional needed spares and much needed spare parts for the remaining units. The Armitage line, which began operation in 1906 as a streetcar line, was converted to motor bus operation on 6-24-51; trolley coach operation began on 2-1-53. Presently, there are 13 trolley coach lines being operated by 454 coaches (80 ACF-Brill, 16 Pullman-Standard 27 St. Louis and 331 Marmon-Harrington) operating out of three stations (Kedzie, North and Forest Glen).

CTA's WAYNE DEMONSTRATOR

Wayne, a builder of school bus bodies, has lent a demonstrator transit unit to the CTA for an unspecified period of time. It is a model T (for Transit), serial No. 106024, 37 passenger deisel (GMC 6V-71) automatic. It's a narrow (maybe even less than 96") job, numbered 900 for CTA, with a white and blue paint job. It first operated on Line 34--RIVERDALE-111 on 10-12-66. We rode it on Line 111--111-115 STREET on Saturday 10-15-66. Both lines and the coach are based at Beverly Station at 103-Vincennes. The bus has a two-piece folding air-electric front door, and a push-type rear door. When boarding the coach, four steps must be climbed to reach floor level.

ONCE OVER QUICKLY

The UNITED MOTOR COACH COMPANY (Des Plaines, Ill.) is planning to purchase four or five used TDH-4509 units from the WEST TOWNS BUS COMPANY (of Oak Park). These coaches, to be added to UMC's 95 bus fleet, will come from WTBC's stable of 20 4509's which that firm obtained in 1963 and 1964 from SAN DIEGO TRANSIT SYSTEM. . . When the WTBC units arrive on the property, UMC will be able to dispose of the remaining four TD-3601 coaches it picked-up secondhand from CINCINNATI TRANSIT CO. in the early 1950's. . . WTBC itself expects delivery soon on a new set (possibly 10) of brand-new TDH-4519's. . . The GLEN-VIEW BUS COMPANY has added service to Northfield (without any transportation

(Continued on Page Four)