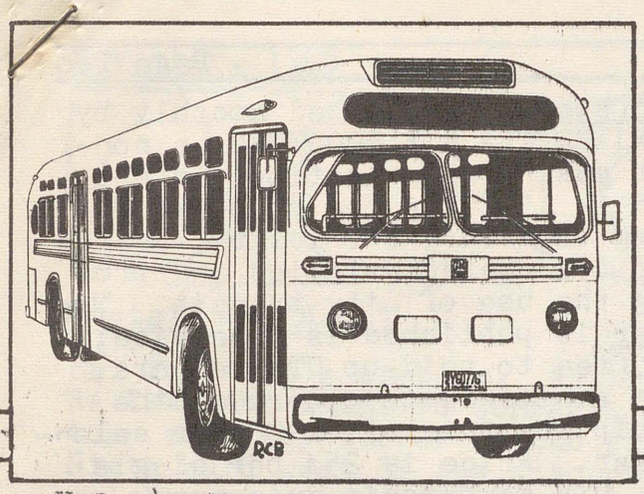


THE BOOSTER

Monthly **Publication of The United Transit Boosters**

'Dedicated to Better Transit'

Vol. 4, No. 11 November, 1966 Eight Pages

HARVEY

Ill.: SOUTH SUBURBAN SAFEWAY LINES recently added six new GMC TDH-5303's (fleet numbers presumed to be 594-599) to its fleet, marking the first purchase of airconditioned buses by the firm. Serial numbers of the buses are: TDH-5303/4204-4209. The coaches, called "Frosty Flyers", have been assigned to the CHICAGO LOOP-CHICAGO HEIGHTS route, serving Roseland, Dolton, South Holland, Glenwood and Thornton with all trips using the new Dan Ryan Expressway for a portion of the trip. Special features of the new buses are higher and wider seats, beautiful color interiors and 53 seats. (Serial numbers provided by the Motor Bus Society.)

MIDDLEBURY

Ind.: CARDINAL BUSES, INC. has resumed daily intercity bus service between Cassopolis, Mich., Edwardsburg, Mich., Middlebury, Ind. and South Bend, Ind. on a three trpis a day basis. Included in the company's fleet is a GMC PD-4151 "Silverside" and two Beck "deck-and-a-half" coaches.

NEW ENGLAND

While in New England on his vacation in October, your editor observed some new paint schemes on three of the larger operations: the MASSACHUSETTS BAY TRANSPORTATION AUTHORITY has a new grey and white scheme, divided by a black belt line, with yellow doors; the RHODE ISLAND PUBLIC TRANSPORTATION AUTHORITY's new scheme is light green with a white roof on new-look buses, light green and white divided by a dark green belt line on older buses; on THE CONNECTICUTT CO. buses are painted dark blue with an off-white roof (on new-look buses), blue & white divided at belt on others.

COLUMBIA

Missouri: The city of Columbia's year-old transit system has received a $153,000 federal grant to cover one-half the cost of ten new air-conditioned diesel buses and aid construction of a new garage. The buses will be used in a municipal system established in September, 1965, using buses leased from the BI-STATE TRANSIT SYSTEM of St. Louis. The new garage will provide an operating terminal and office facilities for the transit system.

YAKIMA

Washington: Local bus service was scheduled to begin recently under the direction of the City Bus Department which will be managed by the NATIONAL CITY MANAGEMENT COMPANY under an agreement with the city. The city owned operation was to be inaugurated as the result of a 5,628 to 4,465 vote authorizing a 65 cents a month household tax to subsidize the bus service. Fares were to be 25¢ for adults and 15¢ for children. Initially, routes to be operated will be the same as those of the former YAKIMA CITY BUS LINES. Arrangements have been made to service the fleet in the YAKIMA VALLEY TRANSPORTATION's repair shop, where buses of the former private firm were maintained.

* * * * * * * * * *

CLUB NEWS

MEETING NOTICE

The December meeting of the UNITED TRANSIT BOOSTERS will be held on Sunday, December 11, 1966. It will be convened at 8:00PM in the studio-auditorium of the Gary-Knause Apartments, which is located at 245 South Lucas Avenue (on the northwest corner or 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. Date for the January meeting is January 8, 1967.

MEMBERSHIP LIST

The following is a list of active members as of November 1, 1966:

1 Gerald L. Squier, OCM
2 Edmund A. Buckley, Jr., OCM
3 Warren F. Quon, OCM
4 Richard J. Petzoldt, OCM
5 Inactive
6 Lazear Israel, OCM
7 Lewis F. Swanson, Jr., OCM
8 Richard B. Willis, OCM
9 Frank E. Thompson, OCM
10 Allan W. Styffe, OCM
11 Inactive
12 Edmund J. Von Nordeck, CM
13 Neil P. Bjornsen, CM
14 James W. Walker, Jr., CM
15 Jack F. Garcia, CM
16 Warren C. Buchanan, CM
17 Micheal J. Campbell, CM
18 Kenneth Ruben, CM
19 W. George Geyer, CM
20 Inactive
21 William T. Wootton
22 Everett W. Jones
23 Robert L. Holstrom
24 Donald John Ladenberger
25 David M. Carson
26 Chester Katz
27 Inactive
28 Kenneth W. Kau
29 Inactive
30 P. Allen Copeland
31 David P. Landes
32 Inactive
33 William S. Billings
34 Inactive
35 Cameron Beach
36 Douglas Traxler
37 George R. Llewellyn, Jr.
38 John Pappas
39 Don Carufo
40 Inactive
41 Lucas A. Bonagura, Jr.
42 Inactive
43 Inactive
44 James Carter
45 Eli Bail
46 David M. Miller
47 Ronald Medaglia
48 Bruce A. Korusik
49 Robert A. Burrowes

This list is prepared for members only and should not be used for commercial purposes.

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:

Regular $3.00
Equipment Preservation Class $5.00

Both are on a calendar year basis.

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.
Staff Reporter --Warren F. Quon
Staff Writer --Richard R. Kunz

U.T.B. BUSINESS & EDITORIAL ADDRESS:

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

T. C. BY RICHARD R. KUNZ

Installment No. 3

Mr. King had a problem. As president and manager of the MERRILL ELECTRIC RAILWAY AND LIGHTING COMPANY, he was responsible for providing transportation to every corner of the growing Wisconsin town. Now residents in the Sixth Ward west of the Wisconsin River were petitioning for service to their neighborhood, and it appeared that the company would be unable to provide it.

The main rail line in that part of town ended at Cottage Street, and in order to extend streetcar service, it would be necessary to lay rail on the river bridge and to cross three sets of busy steam road tracks. An engineering survey had pronounced the existing bridge unsuitable to stand the steady pounding of the heavy rail cars, and cost estimates of the necessary steam road crossing work were not at all in line with the anticipated revenue from the extension.

King had these problems in mind as he boarded a Milwaukee Road train for a brief visit to Chicago. As the Wisconsin countryside flashed by the windows, he pondered the difficulties he faced in maintaining the tiny company's high standards of service. A pioneer in the electric railway field, the Merrill company had put its first streetcars in service in 1890, and despite floods and rough winters, had managed to keep the small system in operation. This latest crisis might spell serious trouble for the firm, and no doubt King spent a restless night as the train sped on toward the Windy City.

Alighting in Chicago next morning, King spotted an unusual bus waiting at the depot. After a few inquiries, he learned that it was a battery-operated coach used by CARSON PIRIE SCOTT & COMPANY to haul passengers between the train stations and their downtown store. It had been engineered by M. S. D. Field, as associate of Thomas Edison.

Always an imaginative man, King reasoned that the principles embodied in the operation of such a storage battery vehicle would apply equally with power from a set of overhead wires. Merrill's streetcars had used a double wire from their inception, and it would be a simple matter to extend this overhead into the Sixth Ward, using the current it carried to power a rubber-tired vehicle instead of a conventional rail car.

Filled with the fervor of fresh enthusiasm, King quickly concluded his business in Chicago and returned to Merrill, eager to apply his ideas toward the solution of his thorniest problem. Upon his arrival, he lost no time in contacting Mr. Field to outline his plans. Soon the Field Electric Bus Company had an order for an 18 passenger vehicle, and King's line crews were busy stringing wire out in the Sixth Ward.

At length the ungainly vehicle arrived in the Wisconsin city. King was somewhat disappointed by the dissimilarities he found between it and the vehicle he had seen in Chicago, but he agreed to accept it for service. A boxlike creation, the coach weighed three tons, quite under the maximum considered safe for the Wisconsin River bridge. As a concession to passenger comfort, it was equipped with long, flat springs and solid rubber tires, but these refinements proved unable to compete with the rough cobblestone streets.

T. C. (CONTINUED):

Powered by a 500 volt, 15 horsepower motor, the coach was to be operated by one man. The motor was directly connected to a driving shaft which transmitted power through a bevel gear to a jack shaft. This, in turn, was connected to the rear driveving wheels by a chain. Effective stopping power was provided by two sets of brakes equipped with equalizers. Quite flexible in its touring operation, the little unit could stray from 10 to 12 feet from the center of the overhead wires. With interchangeability of parts in mind, the trackless trolley used a five-step railway controller and resistances.

Service on the new line began in May or June of 1913, and for a while the new unit proved equal to the task. As it was, however, rather crudely designed for the terrain of the 4000 foot route, it soon began to approach practical obsolescence. No doubt the little vehicle spent many hours in the Merrill shops, during which time residents of the ward were without service entirely. Eventually the cost of the maintaining the coach approached the prohibitive level, and the operation was not too reluctlantly abandoned, probably just before the winter of 1914-15.

Figures on costs of operation of the unique service have survived, and they are worth quoting here:

OPERATING COSTS		MAINTENANCE AND DEPRECIATION	
Operator's, per mile	$0.0240	Bus and line depreciation/yr.	$ 600
Current	0.0102	Tire renewal, per year	800
Storage, cleaning and supplies	0.0135	Repairs and general expenses	700
TOTAL	$0.0477	TOTAL	$2100

Per Mile Expenses: $0.0954 Daily Mileage: 120

Though the experiment had lasted but a year and a half, and a new method of serving the Sixth Ward had to be found, the company was able to recover a small part of its investment. A sale was arranged to the WEST END STREET RAILWAY of Boston, which had indicated an interest in an experimental trackless trolley installation of its own, and the little vehicle was soon on its way back east. Whatever the reasons for cancellation of the West End project may have been are not known, early 1915 saw a resale of the "trolley motor", as it came to be known, to the MASSACHUSETTS HIGHWAY SERVICE COMPANY of Fairhaven. Soon the tiny trolley was speeding along the shore of Buzzard Bay.

NEXT: By the sea, by the sea . .

CALIFORNIA CAPITULATIONS--SJCL (CONTINUED FROM PAGE EIGHT)

seven routes make money, and Line 1--SANTA CLARA-LINDA VISTA-KING ROAD accounts for 34% of the system's revenues. Mr. Hook stated, "We have no plans for new route extensions." (Information provided by UTB member Eli Bail.)

WESTERN GREYHOUND LINES (WGL)

On October 30th, folders 1-13 were reissued--in black ink. Major changes included the rescheduling of cross-country service to conform with standard time, and the elimination of one LOS ANGELES-LAS VEGAS round trip and one SAN FRANCISCO-LAKE TAHOE-RENO round trip. One round trip was instituted between Bakersfield and Indio via Riverside and San Bernardino.

California Capitulations**

Reported by Warren F. Quon

EQUIPMENT REPORT

Name of Company (Foot Note)	Coach Numbers	Builder	Model/Serial Numbers	Comments
NEW BUSES				
American Bus Lines (1)	6962-6964	Bus & Car	Silver Eagle/7018-7020	Additional Information
	6965-6968	Bus & Car	Silver Eagle/????	
Greyhound Lines, Inc.	2222-2272	M.C.I.	MC-5A/????	Central/ Western Pool
USED BUSES				
Douglas Bus Lines	34	G.M.C.	TD-3609/147	Ex-Vegas Transit N-146
Grey Line of L. A.	501-507	G.M.C.	PD-4106/????	Ex M-622-M-629
El Torro Transit Lines	----	Southern	36-seat Suburban	From unknown New Mexico Operator
	M-126	ACF-Brill	IC-41/????	
Knickerbocker Transp.	216, 235	G.M.C.	PD-4104/????	From - ????
Highland Transit, Inc. (2)	50	Mack	C-45GT/2718	Ex SABS 2, LAMTA 5008
	52	White	788/308220 (49 Seats)	Ex-Wm. S. Hart Union High Sc. 21
	57	G.M.C.	TDH-3610/1312	Ex Nutter Transp. of Sandoval, NM
	60	Marm-Har	8M2B/????	Ex SABS ---
	61-62	Marmon-Harrington	8M2B/16760, 16763	Ex SABS N-129, N-132
Northbay Charter Lines (3)	----	Mack	97-D/16-17	Ex Embree Buses 499-500
Pomona Valley Municipal Transit System	70, 72	G.M.C.	TDH-4507/1320, 1322	Ex-PVMTS 4570-4572
Smith Charter Service (Freemont) (4)	13	G.M.C.	TDM-4507/3004	Ex-A.E.C.
	C-55	G.M.C.	TDM-4507/2988	Ex Orange Co. Bus System
	514	Yellow	TD-4505/014	Ex-PGL??
Stockton Metropolitan Transit District (5)	10	G.M.C.	TGH-2708/279	Ex-Lincoln Bus Line 1

(Footnotes listed on Page Six)

The above listing of vehicles includes only those that have come to our attention since our last entries, and is not to be considered as being complete for the period, or necessarily to have occurred during the period.

CALIFORNIA CAPITULATIONS--EQUIPMENT REPORT (CONTINUED):

FOOTNOTES

(1) Serial numbers provided by the Motor Bus Society through Steve Goldmann.
(2) As of 11-05-66, these coach numbers (50, 52, 57, 60, 61 and 62) have been applied "on paper" only, and have not appeared on the coaches.
(3) Information supplied by UTB member Dave Miller.
(4) Information supplied by UTB member Eli Bail.

SAN DIEGO TRANSIT SYSTEM (SDTS)

On September 11th, Line 9--CORONADO had its afternoon peak-hour service improved by increasing headways from every 30 to every 20 minutes. (Got that now? You improve service by reducing the amount of time between buses, which is an increase in headways. That is, changes in service and headways are inversly related.) Morning rush-hour service remains at 30 minutely. On October 10th, Saturday and Sunday eving outbound trips after 9:00PM on Line L--ROSECRANS commenced a routing via the Anti Submarine Warfare School.

PALM SPRINGS TRANSPORTATION SYSTEM (PSTS)

The current operator of bus and taxi service in the city, PSTS has asked the City Council for a $5,000 increase in the current $10,000 annual transit subsidy and a raise in taxi fares from 80¢ to 90¢ for the first mile. This has prompted Kenneth Hames, operator of Superior Bus Sales in Fresno to offer to provide the city with a dozen new taxicabs and to operate transit service with three new GMC buses (presumably TDH-3501's). Hames has stated that he plans to inaugurate transit service to Highland Estates, California Dream Homes and the Palm Springs Aerial Tramway lower station. The City Council has instructed the City Attourney's office to study the rate increase proposal and the new service proposal, and to report to the council at a later date. (Information contributed by UTB member Lazear Israel.)

SOUTH COAST TRANSIT CORP. (SCTC)

Effective last June, the company stopped using the Union Bus Depot in Santa Ana, and began loading both the SANTA-LAGUNA BEACH and SANTA ANA-BALBOA routes at the corner of Fourth & Broadway in downtown Santa Ana.

SANTA ANA TRANSIT CORP. (SATC)

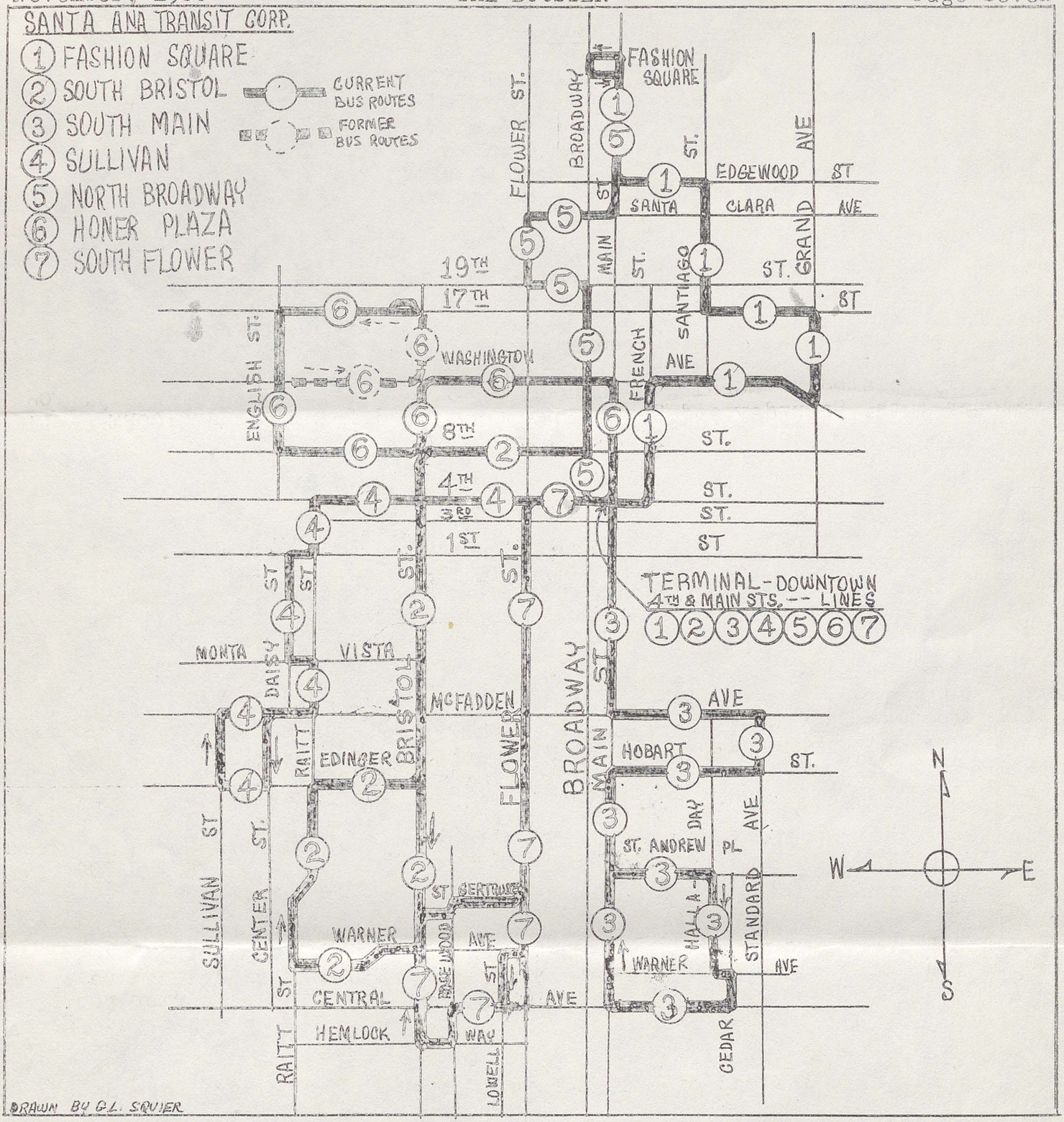
On October 1st, Line 6--HONER PLAZA was rerouted along Washington Ave., Bristol St., 8th St., English St. and 17th St. to Honer Plaza. Former route traveled via 8th St. direct and made a large loop in the Plaza area. Line 2--SOUTH BRISTOL was rerouted along Eighth St. to Bristol to replace former Line 6 service. At the same time, Saturday service was changed to an hourly headway all day, instead of only before 10:00AM. (See map on Page Seven.)

ANAHEIM JITNEY SYSTEMS (AJS)

On October 19th, California's newest transit operator began service over two routes, using four International/Metro 16-passenger van-coaches, painted in a pink and white scheme. The two routes are DISNEYLAND PERIPHERAL-ANAHEIM CENTER-EUCLID and DISNEYLAND-DOWNTOWN ANAHEIM-ANAHEIM CENTER. A ride and shop program is in effect with the merchants at Anaheim Center. (Information provided by correspondent, Robert Higginbotham.)

PASADENA CITY LINES (PCL)

PCL has adopted a new paint scheme of white and canary yellow. Color, in



CALIFORNIA CAPITULATIONS--PCL (CONTINUED)

the form of new upholstering has been added inside. The seat backs are a "Monroe" blue, with cushions being a "Spanish" green. The company has also adopted a new emblem -- a red rose superimposed on a white disk-like background, and lettered with the company name. Ordered for delivery early next year are five 45 seat buses (presumably TDH-4519's) and five 35 seaters (presumably TDH-3501's).

AIRPORTRANSIT (APT)

The major Los Angeles area airport operator, APT, has proposed a stop i n

CALIFORNIA CAPITULATIONS--APT (CONTINUED)

Alhambra to its L. A. INTERNATIONAL AIRPORT-SAN BERNARDINO line and institute an "on call" service between the Van Nuys Airport and the Hollywood Roosevelt, Biltmore and Statler hotels. The service would be available on two hours notice for a $2.25 fare with a minimum of five fares. The L. A. INTERNATIONAL AIRPORT-CITY OF COMMERCE line has been changed from a regular route to an "on call" route for a minimum of five passengers.

CONTINENTAL WESTERN LINES (CWL)

On October 30th, CWL schedules were revised to conform with the nationwide switch to standard time. The one change that occurred was on the LOS ANGELES-SAN FRANCISCO LOCAL that now sees one trip each way daily routed along Highway 99 into Stockton, thence via Highway 50 into Tracy and on to the Bay Area. Fruitvale and San Leandro have been made flag stops on these trips.

GARDENA MUNICIPAL BUS LINES (GMBL)

On November 1st, due to increases in operating costs, GMBL raised fares to Los Angeles by ten cents, i. e., from Harbor City and Compton--55¢, from Gardena--50¢, and from north of El Segundo Blvd--45¢.

HIGHLAND TRANSIT, INC. (HTI)

A new color scheme has been observed on two buses recently purchased by HTI. The colors are white from the roof to the belt line, a green belt rail and light yellow below.

OXNARD MUNICIPAL TRANSIT (OMT)

OMT has ordered nine GMC TDH-3501's for December delivery as the first step in a four point program of improving the system. In early 1967, service will be extended to Oxnard Beach, Wagon Wheel Junction and Point Mugu. Plans call for a station to be erected downtown by 1969. Additional plans call for 25 more buses to be purchased over the next nine years and service to be extended to El Rio and the proposed state college in the Del Norte area.

CITIZENS TRANSIT LINES (CTL)

In the City of Ventura on September 6th, Saturday service was established on the BUENA CENTER-COLLEGE AREA-VENTURA PLAZA Line on a 40 minute headway, connecting with buses for downtown at Buena Center. An extra Friday (shopping night) only round trip is now operated between Buena Center and downtown Ventura.

SAN LOUIS TRANSIT LINES (SLTL)

On October 31st, SLTL ceased operations. The company began operating on December 16, 1965, using two ex-ONTARIO MUNICIPAL TRANSIT SYSTEM GMC model TDH-3610 buses over four routes. Daily patronage was less than 100 passengers at the end. San Louis Obisbo's last operator, GREEN BUS SERVICE, ceased operating in the summer of 1963.

SAN JOSE CITY LINES (SJCL)

The engineering firm of Wilbur Smith & Associates has been hired by the city of San Jose to make a study of downtown and city-wide transit and parking needs. GEORGE HOOK, president of SJCL stated that the financial position of the firm is bleak and that at this time, he doesn't know if the company will seek renewal of its operating franchise in 1969. Only three of the firm's

(Continued on Page Four)