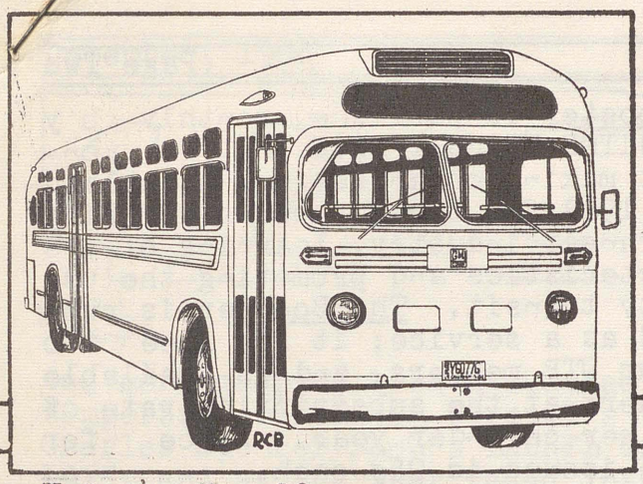


THE BOOSTER

Monthly Publication of The United Transit Boosters

'Dedicated to Better Transit'

Vol. 4, No. 12 December, 1966 Fourteen Pages

ST. LOUIS

MISSOURI: BI-STATE TRANSIT SYSTEM has recently ordered, for spring delivery, 25 new 51-seat airconditioned coaches from the Flxible Company (presumably of the F2D6V-401-1 model) and 25 similar coaches from General Motors (probably TDH-5303's). All new buses will feature the new "N" type GM Diesel engine. With the arrival of the new buses, the BSTS fleet of airconditioned coaches will number 763, sufficient to operate all of the major lines on an all-day basis with airconditioned equipment by this coming summer.

BSTS's new "Weekly Discount Pass" selling for $2.00 and good for unlimited riding between 9:00AM and 3:30PM Monday through Saturday and all day on Sunday has proven to be extremely popular; sales totaled 4,000 during the first week that they were available.

BLOOMINGTON

INDIANA: Indiana University has bought part of a bus line. Exercising an option established a year ago, the University purchased the campus service of the BLOOMINGTON TRANSIT COMPANY which retains the franchise for operating service within the city. 14 buses were included in the transaction. In addition to the regular half-hourly service, buses will provide shuttle service from the parking area near the stadium and special campus tours.

* * * * * * * * *

LINES abandoned operations last April. new areas is also planned.

KALAMAZOO

MICHIGAN: Voters in this Michigan city have, by a four to one vote, authorized the city to acquire all transportation facilities in the town and operate them as a coordinated system. The city would set-up a system paralleling the KALAMAZOO CITY LINES operation and adding the separate operations of the Western Michigan University, Downtown Kalamazoo School District and the Upjohn Company. City officials have applied for a $1 Million federal grant to purchase 34 new airconditioned buses. KCL has announced plans to abandon operations on December 31st and plans are now being worked out to keep the system running until the city takeover.

JACKSON

MISSISSIPPI: JACKSON TRANSIT CORP. a new company formed by the AMERICAN TRANSIT CORP. of St. Louis, has recently taken over the former NATIONAL CITY LINES' owned JACKSON CITY LINES, whose franchise expired this year. JTC plans to add six new 45 passenger buses to the present fleet of GMC TDH-3610, 3612 and 4512 coaches.

JACKSON, TENNESSEE: The City of Jackson has been awarded a federal grant of $173,000 to aid in the purchase of twelve new 35-seat diesel buses and construction of a new garage and office facility. The city has been operating the transit service since the private operator, JACKSON CITY BUS Several extensions of service into

CLUB NEWS

MEETING NOTICE

The January meeting of the UNITED TRANSIT BOOSTERS will be held on Sunday, January 8, 1967. It will be convened at 8:00PM in the studio-auditorium of the Gary-Knause Apartments, which is located at 245 South Lucas Avenue in the Crown Hill section of Los Angeles.

To reach the meeting place by public transit, board a SCRTD Line 4--MELROSE AVENUE coach northbound on Hill St. in downtown Los Angeles (or elsewhere, at your convenience); ride to Third and Lucas, disembark and walk one block north. The building in which the meeting will be held is located on the northwest corner of Miramar and Lucas.

Regular membership meetings are held on the second Sunday evening of each and every month. Dates for the remainder of the 1967 meetings are: February 12, March 12, April 9, May 14, June 11, July 9, August 13, September 10, October 8, November 12 and December 10. Meetings consist of a business session, and some sort of entertainment (usually color slides) and/or an auction of transitiana. All persons having an interest in UTB and its activities are invited to attend any or all meetings.

NEW MEMBERS

Accepted for membership at our November meeting was Mr. A. E. Meier (No. 50) of Philadelphia, Pa.; accepted for membership at our December meeting was Mr. Ronald C. Mahaffey (No. 51) of Pawtucket, R. I. Both are "Equipment Preservation" class members and learned about us through our publication trade with the MOTOR BUS SOCIETY. Welcome aboard, gentlemen.

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 for single issues is 25¢ each.

UTB membership dues are:

Regular $3.00
Equipment Preservation Class . $5.00

Both are on a calendar year basis.

U. T. B. OFFICERS:

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Secretary --David P. Landes

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NEW ADDRESS: Effective January 1st

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Venice, California 90291

EFFECTIVE JANUARY 1, 1967

DUES NOTICE: Effective January 1, 1967, all 1967 membership dues will become payable to all members not already having remitted. Rates are: Equipemnt Preservation class--$5.00; Regular--$3.00. Dues not received by February 1, will render the member inactive. All 1966 members will receive the Jan. issue.

SUBSCRIPTION NOTICE: Effective with the receipt of this issue, payment for all 1967 subscriptions will fall due. All 1966 subscribers will receive the January issue, but his 1967 remittance must be received before the February issue will be sent. 1967 subscription price: $2.00.

T.C.C. BY RICHARD R. KUNZ

No. 4:

One more gasping breath awaited the trolley coach before it passed into a temporary oblivian. Merrill's tiny installation had succombed in late 1914; Charles Spencer Mann's LAUREL CANYON UTILITIES COMPANY was to last well into 1915, and as the year faded into 1916, the revolutionary new vehicle was to be forced into a five year retirement.

The trail that the Merrill coach followed after its ejection from the Wisconsin city is a rather tangled one. No records exist to show when it actually left the city, or the place to which it was consigned. The reputable Electric Railway Journal avers that it was sold to the WEST END STREET RAILWAY of Boston; other sources disagree. Although numerous plans existed at one time or another to establish trolley coach service in Boston, none of those recorded appear to have involved the West Side firm, and its exact contribution to the vehicle's history will have to remain a mystery.

Merrill's little "trackless trolley car" reappeared in mid-1915, as the principal character in a drama that was taking place on a quiet Massachusetts peninsula. Jutting out into Buzzard Bay, Sconticut Neck was the summer retreat for the good people of the nearby metropolis of New Bedford. Along its narrow length were clustered cottages of every description, large and small, and the first pleasant days of spring would see the seaside community stirring to life once again.

Naturally, transportation to and from such a genteel settlement was a paramount consideration. Although the automobile had made its first shaky appearance a few years earlier, New England's extensive electric railway network continued to be relied on to provide the bulk of area transport. In the New Bedford area, the UNION STREET RAILWAY held forth, and over its rails several smaller lines made their way into the center of the city.

One of USR's suburban lines reached to Fairhaven, a small community at the mainland edge of the Sconticut Neck peninsula. New Bedford residents enroute to their seaside cottages would disembark at Sconticut Neck Road and then be faced with a walk of up to a mile or so before reaching their summer retreat. As the peninsula became more popular and the number of cottages stretching along the bay increased, agitation for better transportation became more vocal.

At first, Sconticut Neck residents approached the UNION STREET RAILWAY, petitioning that company to construct a branch line southward from Washington St. along Sconticut Neck Road, at least part way down the peninsula. USR officials politely refused, citing the seasonal character of the business versus the capital expenditures required to construct the spur. A similar refusal was forthcoming from the NEW BEDFORD & ONSET RAILWAY, whose Mattapoisett line used USR tracks from New Bedford to Fairhaven. At length, a group of promoters interested in the sale of property along the tip of land organized themselves into the MASSACHUSETTS HIGHWAY SERVICE COMPANY and presented a plan for operation of a "trolley motor" down the neck from Fairhaven.

The Merrill coach arrived in late summer, as the new line began to take shape.

T. C. (CONTINUED):

Although the UNION STREET RAILWAY declined to construct a rail line of its own, it lent every assistance in the stringing of overhead wire, and agreed to furnish power for the new operation. As September faded into October, USR and MHSCo crews worked feverishly to install the twin wires for the strange vehicle.

At length, about a mile of line had been constructed, and the promoters decided to stop construction for the year and begin operation. Thus, late in the afternoon of October 16, 1915, the little coach carried its first load of early autumn vacationers out along the bay. Each hour, the trolley motor met the cars in Fairhaven, and the "motorman" collected a nickel from each passenger for the one mile ride.

With the advent of winter, business slowed to a trickle, as the approaching snows signalled a general return to the comforts of New Bedford. Rather than risk entanglement in the snowdrifts, and the hazards of virtually impassable roads, the company ended service for the winter about December 1st, leaving the hardier permanent residents along the peninsula to fend for themselves.

As further inducement to prospective settlers, the MASSACHUSETTS HIGHWAY SERVICE COMPANY unveiled grandoise plans for operation in 1916. The line would be extended better than three miles from its present "temporary" terminus barely 6000' from the USR connection; two additional "trolley motors" would be purchased, and service would be increased to a twenty minute headway. Probably burried in the specifications for the expanded operation was the proposal to charge an additional nickel for travel to and from the outer half of the line.

Armed with this glowing prospectus, the promoters approached the selectmen of the various legal jurisdictions through which the line was to pass. Outlining their plans to form a permanent, thriving corporation, company officials requested the selectmen's blessing, in the form of granting the necessary permission for the company to organize and post the bond required under Massachusetts law. Since the proposed service involved the use of trackless trolley equipment, the selectmen were unwilling to assume responsibility for recognizing the new firm by requiring the posting of the performance bond, as the Commonwealth of Massachusetts had not legally authorized trolley coach operation. (It did so late in 1916.)

Faced with the apparent illegality of their service, albeit on a technical point, the MASSACHUSETTS HIGHWAY SERVICE CO. was forced to cancel plans for its resumption and put the trolley motor out to pasture. The nine foot bracket arms were removed from the telephone poles to which they had been attached, the overhead was coiled up and disposed of, and the tiny coach was removed to a barn on the peninsula, where it spent the rest of its days. Once again, vacationers and residents alike had to hoof it into Fairhaven. The curtain had been rung down on the trackless trolley, after only five short years of infancy; it was to sleep for another five.

NEXT: Off to Linoleumville

MIDWEST MEMO--UNITED TRANSIT COMPANY ROSTER NOTES (CONTINUED)

Former owners: CTCo-Cincinnati Transit Co.; DTC-Denver Tramways Corporation ITS-Indianapolis Transit System; LMC-Leyden Motor Coach; PBL-Pioneer Bus Lines; SLPS-St. Louis Public Service. Units retired or scrapped: 101, 105 and 132.

California Capitulations

Reported by Warren F. Quon

EQUIPMENT REPORT

Below is a list of equipment that has been added to the fleets of the mentioned operators since our previous listings. This list is not to be considered as being complete for the period covered, nor necessarily to have occurred during the period; it is merely a list of that equipment that has come to our attention since the last list.

NEW BUSES

Name of Operator	Coach Numbers	Builder	Model/Serial Numbers	Comments
American Bus Lines	6965-6968	Car & Bus	Silver Eagle/7021-7024	Additional information.
Greyhound Lines, Inc.	2273-2281	M.C.I.	MC-5A/????	Central/ Western pool.
Fresno Municipal Lines	663-664	M.C.I.	MC-5A/????	----
Culver City Municipal Bus Lines	3503-3504	G.M.C.	TDH-3501/596*-597	Serial No. on 3503 not verified.
Alameda-Contra Costa Transit District	345-364 795-804	G.M.C. G.M.C.	TDH-5304/???? TDH-4519/????	11/66 11/66
Goodall's Charter Bus Service	4772	Crown	Hi-Level, Intercity 3-axle, A/C Rst. Rm.	Named "Soledad"

USED BUSES

Inglewood City Lines	127	G.M.C.	TDH-4509/1333	Ex-SDTS 995
Antelope Valley Bus, Inc.	124	G.M.C.	PD-4104/4366	39 seats, Rest Room
Peninsula Transit Lines	202	G.M.C.	PD-4103/1305	Ex-Sacramento T.A. 202
Oxnard Municipal Transit System	4-55, 4-56 4-57 4-58	G.M.C. Transi-coach Gillig	TGH-3101/681, 680 TR-404-10A/6018 450-49/4997	Ex-MMBL 23, 38 77 seats, 1947 55 seats, 1949
Golden Bear Division Charter Bus Transp.	134 359	ACF-Brill G.M.C.	IC-41/??? PD-4104/2344	---- ----
Corbett Transit Lines	124	Marmon-Harrington	8MB/????	Two-tone blue, 27 seats.
Gray Line of Los Angeles	400-401 501-505	G.M.C. G.M.C.	PD-4106/??? PD-4106/1098-1102	---- Ex-M622-M626

CALIFORNIA CAPITULATIONS--EQUIPMENT REPORT (CONTINUED):

USED BUSES (CONT'D) Name of Operator	Coach Numbers	Builder	Model/Serial Numbers	Comments
M & M Charter Lines (San Francisco)	4566, 4569	G.M.C.	TD-4507/159, 156	Ex-LBPTCo 4566, 4569.
	4584, 4587	G.M.C.	TDH-4507/2586, 2589	Ex-LBPTCo 4584, 4587.
Aztec Bus Lines	736	G.M.C.	PD-4104/????	----

SAN DIEGO COUNTY TRANSIT DISTRICT (SDCTD)

The taxpayer's suit that is currently pending against the formation of SDCTD, which had been scheduled to take over the operations of the SAN DIEGO TRANSIT SYSTEM on January 1, 1967, may cause a year's delay in implementation of the plan.

An increase in the federal grant will be requested from the Federal Department of Housing and Urban Development. The request, being upped from $3.4 Million to $5.2 Million was caused by an anticipated need for 100 new buses instead of 15. The portion of the SDTS fleet that the District will retain will probably be the "air-ride" equipment, which consists of the following: 20 GMC TDH-4512 (861-880), 50 GMC TDH-4801 (501-550) and 60 GMC TDH-5301 (201-260). The local share of the cost will be 50%

DESERT STAGE LINES - II (DSL)

An application has been filed with the California Public Utilities Commission for permission to operate a bus line between Palm Springs, Desert Hot Springs and Twenty-Nine Palms (and environs). The permission was requested by KENNETH HAMES of Fresno, who has also applied to operate the local bus service in the city of Palm Springs (TB-11/66). Hames plans to operate air-conditioned buses on two round-trips daily. The route would connect the Twenty-Nine Palms Marine Base with the Palm Springs Airport, which operation is expected to generate the greater portion of the revenue. The action is opposed by the TWENTY-NINE PALMS STAGE LINE, who presently operate between Banning and Twenty-Nine Palms. TNSPL owner JOHN HASTY is considering moving the southern terminal from Banning to Palm Springs.

The original DESERT STAGE LINE, under different ownership, operated between Desert Hot Springs and Palm Springs in about 1961, using a Volkswagen Micro-Bus; DSL - I lasted only a few months. (Report by Bob Higginbotham).

SAN BERNARDINO MUNICIPAL TRANSIT SYSTEM (SBMTS)

The city of San Bernardino will receive its 15 new airconditioned "New Look" transit buses in or before July 1967, according to SBMTS Superintendent, FRANK K. KING. The 15 new buses, which will cost a total of $405,573 (or $27,038 each) have been ordered from The Flxible Co. of Loudenville, Ohio, and will be similar to SCRTD's 4000-4054 series buses (see TB-7/66, Pg. 11, photo No. 11-1). Two-thirds of the cost of the buses will be paid by a Federal HUD grant.

MONTEBELLO MUNICIPAL BUS LINES (MMBL)

Saturday service on the WHITTIER BLVD. MAIN LINE was reduced from 15 to 16 minutely on September 11th. Within the past ten years, MMBL has reduced the

CALIFORNIA CAPITULATIONS--MMBL (CONTINUED)

Saturday service from the previous 10 minute headway down to the present standard at about one minute at a time.

LONG BEACH PUBLIC TRANSPORTATION COMPANY (LBPTCo)

LBPTCo's 1966 Candy Cane Coach is now running on the streets of Long Beach. Doing the honors this year is 4596, a 1950 GMC TDH-4509.

A new timetable form was instituted with the issuance of the new Line 6--ATLANTIC-ORANGE schedule on September 11th. The new form, which may become standard, is folded in a narrower pocket-size, is yellow in color and shows pull-out and pull-in trips in more detail. Service changes included evening-out the evening-rush to a 10/20 minute service.

A new transfer form, printed on pink paper is now being issued. The new form, which replaces the old out-of-date yellow transfer, more reflects current operations.

LBPTCo has applied for a federal grant to purchase 15 new buses. We understand that the 15 buses are to be GMC TDH-4519's, and will be used to replace the remaining non "New Look" buses, which are ten GMC TDH-4509's, as well as five of the oldest "New Look" GMC TDH-4517's. If this application is approved, LBPTCo would be the first company in California to operate a fleet of all "New Look" equipment, and the first to dispose of any "New Look" equipment.

M & M CHARTER LINES (M&MCL)

M&MCL, of Harbor City, has decided to dispose of five buses in its fleet; two Becks and three Flxibles. The buses for sale include: Nos. 45 and 56, which are Beck deck-and-a-half "scenicruiser" type three axle buses, at $13,500 each, and Nos. 49, 54 and 55, Flxible VL-100's, at $9,500 each; all five buses are intercity units, were built in 1955, and originated at some Trailways operation.

SANTA FE TRANSPORTATION COMPANY (SFTCo)

The two buses that operated between Los Angeles and Bakersfield, connecting with SOUTHERN PACIFIC's San Joaquin Daylight, one via Pasadena, the other via San Fernando Valley points, have been reduced to one bus, effective October 30th, which now serves all points.

OXNARD MUNICIPAL TRANSIT SYSTEM (OMTS)

A new paint scheme has been applied to OMTS's two newest buses, Nos. 4-57 and 4-58 (see Pg. 5 for details) consisting of a white top and a light blue bottom, divided by a dark blue belt rail. This scheme replaces the old scheme of pastel green and "used chewing-gum pink".

SAN FRANCISCO MUNICIPAL RAILWAY (SFMRy)

SFMRy's $96.5 Million bond issue failed to gain the needed two-thirds majority at the November 8th general election. Voting in favor of the bond issue, which provided $60 Million for 660 "New Look" buses, 150 trolley coaches, 75 rail rapid transit cars and five additional cable cars, were approximately 55 to 60% of the voting San Franciscans. Another bond issue will be included at the next general election; in the meantime, the possibility of an interim lease arrangement is being studied.

December CALIFORN

CALIFORNIA CAPITULATIONS--SFMRy (CONTINUED)

Addison Laflin informs us that the BAY AREA RAPID TRANSIT DISTRICT is now proposing that buses, instead of streetcars, be run along Market Street druing the construction of the BARTD Market Street Subway.

WESTERN GREYHOUND LINES (WGL)

WGL's parent, THE GREYHOUND CORPORATION, has put-in an order for 200 new GMC model PD-4107's and 360 model MC-5A's from its subsidiary Motor Coach Industries for delivery in 1967. Perhaps WGL will be the recipient of some of this new equipment; the last new intercity buses that WGL acquired were the 7700-7800 series GMC PD-4106's, which were delivered in about 1961 and 1962. Many new MC-5 Challengers can be seen on WGL lines, however (as may be noted by their 2000 series fleet numbers) these buses belong to CENTRAL GREYHOUND LINES, and are (or should be) operating in the Central/Western pool.

CALIFORNIA PARLOR CAR TOURS (CPCT), another Greyhound subsidiary, has issued its 1967 tour folder, listing the four tours that the company operates within the state. Of particular interest is a photo of a CPCT GMC PD-4106 on the cover, appearing in a light metallic brown livery. As far as we knew, CPCT's fleet consisted of GMC PD-4104's, painted in a dark green scheme.

PETTAS BUS SERVICE (PBS)

The Chamber of Commerce of the city of Pittsburg, located along the San Joaquin River in upper Contra Costa County, has asked the City Council to do something about getting a local bus system in Pittsburg. The city has been without bus service since about 1962 or 1963, at which time PETTAS BUS SERVICE stopped running after many years of operation. The C of C suggested that the City Council donate their salaries toward the operation of a city bus line.

CALAVERAS TRANSIT COMPANY (CTCo)

CTCo, which operated between Murphy's (in the Sierra Nevada Mountains to the east of the San Joaquin Valley) and Stockton has purchased No. 6 of the AMADOR STAGE LINE, a 1956 Chevrolet-Armbruster (stretch-out) limousine. (ASL operates between Stockton and Jackson, which is also located up in the Sierra Nevada, but about 50 miles north of Murphy's.) CTCo plans to number it 10, and use it to supplement the Volkswagen micro-buses presently used.

ORANGE BELT STAGES (OBS)

On October 30th, OBS suspended or abandoned operations on their VISALIA-WOODLAKE Line. Previously, two round trips were operated between Visalia and Woodlake (30 minutes running-time apart) on Tuesday and Saturday only.

SACRAMENTO TRANSIT AUTHORITY (STA)

As was noted on Page Five, STA has sold its sole remaining model PD-4103 GMC intercity coach, that it had used only for charter service, to PENINSULA TRANSIT LINES of Palo Alto (a San Francisco Peninsula town). The 202 was one of two 4103's that STA had purchased for its charter business; it was purchased in 1959 from the Anaconda Copper Company in Anaconda, Montana. PTL was the high bidder on the coach, which was in excellent condition; included with the sale were $300 in spare 4103 parts no longer needed by STA. STA's other 4103, the 201 has been sold over a year ago.

A REMINDER--1967 MEMBERSHIP DUES AND SUBSCRIPTION PAYMENTS ARE DUE JANUARY 1st

CALIFORNIA CAPITULATIONS (CONTINUED):

EASTSHORE LINES (ESL), SOUTHSHORE LINES (SSL), BAYSHORE TRANSIT LINES (BTL)

Following are rosters of three San Francisco Bay Area transit and charter operators. As of the effective date of the roster, all three companies (while located in different parts of the Bay Area) were under common control. Information has been provided by UTB members William S. Billings, Cameron Beach, in addition to the regular members of the TB staff.

EASTSHORE LINES — August 8, 1966

Coach Number	Builder	Model/ Serial Numbers	S/F/T	Year Built	Previous Owner	New Owner
203	Crown	A-779-11/32794	PGM	1958	New	
206	Crown	A-779-11/?????	PGM	1951	Benninger Trsp.	
II-301	G.M.C.	PD-4104/???	PDM		EGL 4007	
II-302	G.M.C.	PD-4104/???	PDM		EGL 4031	
I-304	G.M.C.	PDA-4101/184	PDM	1950	Trailways	SSL 2101
II-304	G.M.C.	PD-4104/1781	PDM	1956	SVBL 258	
305	G.M.C.	PD-4104/4904	PDM	1960	New	
306	G.M.C.	PD-4106/1202	PDM	1962	Tropical Coach	
307	G.M.C.	PD-4151/345	PDM	1947	WGL I-9311	??? in San Diego
308	Y. C.	743/954	PDM	1938	CPCT 61	Sold 1966
310	G.M.C.	PD-3751/939	PDM	1948	NE Greyhound	Sold 1966
351	G.M.C.	PDA-4101/312	PDM	1950	LAMTA 2001	SSL 2001
352	G.M.C.	PDA-4101/316	PDM	1950	LAMTA 2005	
353	G.M.C.	PDA-4101/318	PDM	1950	LAMTA 2007	
354	G.M.C.	PDA-4101/184	PDM	1950	SSL 2101	
401	Y.C.	740/315	TDM	1939	PGL	
403	G.M.C.	TD-4506/231	TDM	1945	U.S. Navy	Douglas Bus Lines
404	Y.C.	TD-4505/522	TDM	1942	U.S. Navy	Adams Charter Chs.
405	Y.C.	TD-4505/603	TDM	1942	U.S. Navy	Adams Charter Chs.
407	Y. C.	TD-4505/???	TDM	1942	???	SSL 2302
408	G.M.C.	TD-4506/238	TDM	1945	U.S. Navy	Sold 1966
I-411	Y. C.	TD-4505/379	SDM	1942	PGL 1199	Scrapped 10/64
II-411	G.M.C.	TDM-4509/326	SDM	1952	WGL II-9311	
I-412	Y. C.	TD-4505/380	SDM	1942	PGL 1200?	Berkeley Charter
II-412	G.M.C.	TDM-4509/327	SDM	1952	WGL II-9312	
413	G.M.C.	TDM-4509/328	SDM	1952	WGL II-9313	Sold 1966
420	Y. C.	TD-4502/055	TDH	1940	LAMTA 6057	Falcon Charter
421	Y. C.	TD-4502/060	TDH	1940	LAMTA 6062	Smith Charter 515
422	Y. C.	TD-4502/068	TDH	1940	LAMTA 6069	Berkeley Chtr 422
423	Y. C.	TD-4502/076	TDH	1940	LAMTA 6077	Berkeley Chtr 423
424	G.M.C.	TD-4506/019	TDH	1945	LAMTA 2679	BTL 658
425	G.M.C.	TD-4506/020	TDH	1945	LAMTA 2680	BTL 656
427	G.M.C.	TDH-4507/1084	TDH	1947	LAMTA 6965	
428	G.M.C.	TDH-4507/1093	TDH	1947	LAMTA 6956	
701	G.M.C.	PD-4151/008	PDM	1947	Indian Trails	K-D Bus Lines

SOUTHSHORE LINES — August 8, 1966

2001	G.M.C.	PDA-4101/312	PDM	1950	ESL 351	
2101	G.M.C.	PDA-4101/184	PDM	1950	ESL I-304	ESL 354
2102	G.M.C.	PD-3751/???	PDM	1947	???	Airport Charter
2103	G.M.C.	PD-4103/???	PDM	1951	Golden Bear	
2104	Flxible	VL-100/10191	PDM	1955	CWL 4413	

CALIFORNIA CAPITULATIONS--SSL (CONTINUED):

Coach Number	Builder	Model/ Serial Numbers	S/F/T	Year Built	Previous Owner	New Owner
2105	Flxible	VL-100/10119	PDM	1955	CWL 4401	
2106	G.M.C.	PD-4104	PDM		EGL 4175	
2301	Y. C.	TD-4502/012	TDH	1940	SBTC 7577	BTL 600
2302	Y. C.	TD-4505/????	TDM	1942	ESL 407	PSS ???
2303	G.M.C.	TDH-4507/1083	TDH	1947	BTL 661	

BAYSHORE TRANSIT LINES — August 6, 1966

600	Y. C.	TD-4502/012	TDM	1940	SSL 2301	
650	Y. C.	TD-4505/343	TDH	1942	LAMTA 6186	
651	G.M.C.	TD-4506/024	TDH	1945	SM-BT 2684	
652	G.M.C.	TD-4506/030	TDH	1945	SM-BT 2690	
653	G.M.C.	TD-4506/125	TDH	1945	SM-BT 2693	
654	G.M.C.	TD-4506/126	TDH	1945	SM-BT 2694	
655	G.M.C.	TD-4506/127	TDH	1945	SM-BT 2695	
656	G.M.C.	TD-4506/020	TDH	1945	ESL 425	Universal Studios
657*	G.M.C.	TD-4506/131	TDH	1945	SM-BT 2699	
658	G.M.C.	TD-4506/019	TDH	1945	ESL 424	Berkeley Chtr 424
659	G.M.C.	TD-4506/128	TDH	1945	SM-BT 2696	
660	G.M.C.	TDH-4507/1080	TDH	1947	LAMTA 6969	
661	G.M.C.	TDH-4507/1083	TDH	1947	LAMTA 6966	SSL 2303
1019	Twin	52-S2-P/518	TGH	1951	LAMTA 1019	

NOTES

G.M.C. - General Motors Coach Y. C. - Yellow Coach
S/F/T - Seats/Fuel/Transmission: P - Parlor, S - Suburban, T - Transit
* - This number appears on paper only, the coach still being numbered 2699.
600 - This coach was rebuilt with a new deisel engine and a 4-speed mechanical transmission. It was acquired from the ALAMEDA-CONTRA COSTA TRANSIT DISTRICT, who purchased it from the SANTA BARBARA TRANSIT CO. for its engine.

Abbreviations:

EGL	Eastern Greyhound Lines	SVBL	Sun Valley Bus Lines (Ariz)
PGL	Pacific Greyhound Lines	CPCT	California Parlor Car Tours
WGL	Western Greyhound Lines	CWL	Continental Western Lines
SBTC	Santa Barbara Transit Co.	SM-BT	San Mateo-Burlingame Transit
PSS	Peerless Stages System		

FRESNO MUNICIPAL LINES (FML)

Beginning on Page Eleven is a roster of FML. This operator has been in business in the central San Joaquin Valley city of Fresno since November 1, 1961, at which time the WESTERN TRANSIT SYSTEMS owned FRESNO CITY LINES terminated its franchise, and went out of business. Equipment owned by FCL/WTS was leased by the city for operation of the system. It is not known for certain, but it is believed that the city may have purchased the equipment, and are now the owners of it. This roster is, insofar as we know, an all-time listing, that is it includes every bus ever owned or leased by the city. Some of the buses are known to have been disposed of; of others, it is suspected that they may have been sold. Disposition is listed only for those buses that we know have been sold. Entries to the contrary are noted as such.

CALIFORNIA CAPITULATIONS--FML (CONTINUED)

Coach Numbers	Builder	Model/Serial Numbers	S/F/T	Seats	Year Built	Comments
4701-4705	G.M.C.	TDH-3610/384-388	TDH	36	1947	
4801-4802	G.M.C.	TDH-3610/951-952	TDH	36	1948	To CCBL
4803-4805	G.M.C.	TDH-3610/953-955	TDH	36	1948	
4806-4809	G.M.C.	TDH-3610/1204-1207	TDH	36	1948	To LVBL 56, 58, 57(?) and 59
4817	G.M.C.	TDH-3610/1281	TDH	36	1948	
5001-5002	G.M.C.	TDH-3612/312-313	TDH	36	1950	
5003-5004	G.M.C.	TDH-3612/324-325	TDH	36	1950	
5101-5104	G.M.C.	TDH-4509/1782-1785	TDH	45	1951	
5301-5304	G.M.C.	TDH-4509/2413-2416	TDH	45	1953	
5305-5307	G.M.C.	TDH-3612/1916-1918	TDH	36	1953	
5401-5402	G.M.C.	TDH-4512/594-595	TDH	45	1954	
5601-5602	G.M.C.	TDH-4512/1376-1377	TDH	45	1956	
601-602	G.M.C.	TDH-4517/169-170	TDH	45	1960	
603-604	G.M.C.	TDH-4517/331-332	TDH	45	1960	
610-619	G.M.C.	TDH-4517/1313-1322	TDH	45	1961	Airconditioned, purchased by the city of Fresno.
CHARTER FLEET						
630	G.M.C.	PD-4106/1961	PDM	41	1963	
661-662	G.M.C.	PD-4107/501-502	PDM	41	1966	
663-664	M.C.I.	MC-5A/????-????	PDM	41	1966	
252-253	G.M.C.	PD-4103/1445-1446	PDM	41	1952	
83-86	G.M.C.	PD-3751/????-????	PDM		1947-8	84 believed sold to Santa Cruz Transit Company.

NOTES:

G.M.C. General Motors Coach M.C.I. Motor Coach Industries

S/F/T Seats, Fuel and Transmission: T - Transit, P - Parlor, D - Deisel, H - Hydraulic, and M - Mechanical.

CCBL - Country Club Bus Lines (El Paso, Texas).
LVBL - Lower Valley Bus Lines (El Paso, Texas).

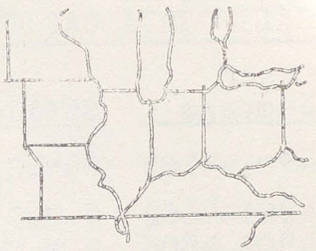
663-664 - These new M.C.I. Challengers are the latest additions to the fleet. As far as we know, these two buses are the only MCI's (which are built by a Greyhound subsidiary) operating in California that are not owned by Greyhound.

CLASSIFIED ADVERTISEMENTS

FOR TRADE: Maps, time tables, transfers, ets. Also PE-MCL-LAMTA-SCRTD line timetables for sale. Lazear Israel, 936 S. Genesee Ave., Los Angeles, Calif. 90036

December MIDWEST

MIDWEST MEMO



By RICHARD R. KUNZ

CTA: SENIOR CITIZEN FARES, A RIDERSHIP HIKE, "SICK CALL", "TAPS" FOR FRIEGHT

The CHICAGO TRANSIT AUTHORITY has been formally asked by the City Council Committee on Local Transportation to reduce off-peak hour fares for the Windy City's half-million senior citizens. In action taken November 14, the Committee, which has only advisory power in such matters, urged the CTA to follow the example set by the CLEVELAND TRANSIT SYSTEM and the DEPARTMENT OF STREET RAILWAYS of the City of Detroit in lowering non-rush hour fares for Chicagoans over 65. Citing CTS and DSR policy, spokesmen for the committee said more than half of Chicago's over-65 population subsists on a yearly income of less than $3,000, and a fare decrease might make it possible for them to enjoy Chicago's recreational and educational facilities to a much greater extent. The CTA countered the request (which would require special legislation to become effective) by pointing out that both CTS and DSR have been poorer by $300,000 and 247,000 each year respectively through their adoption of the special tariffs. The Authority has repeatedly opposed the reduction from the normal 25¢ rate to a dime, and chances for its enactment at present appear quite remote.

For the second consecutive year, the Authority has shown a ridership increase, and if the trend continues, a fare increase would loom smaller and smaller on the horizon. CTA chairman GEORGE DEMENT cited figures just released showing that CTA passenger volume for the first ten months of 1966 is already 11 million rides ahead of the entire year of 1965. Last year's figures, in turn, were 2½% over those recorded in 1964. More short haul riding has appeared this year; surface bus lines show a 3½% increase over 1965, as compared with only a little over 1% for the rapid transit system. CTA's chairman attributed this surprising hike to the large volume of new equipment recently added to the system; this fleet upgrading is proceeding with the addition of 200 Flxible 50 passenger units (3500-3699), which are arriving daily. The Authority's last fare hike was from 20¢ to a quarter in 1957; a 5¢ transfer charge was added in 1961.

A threatened work slowdown by members of Amalgamated's Local 308, covering CTA's L-Subway train personnel failed to materialize on November 28th. Contract negotiations with the union, which were submitted to binding arbitration last spring, have stalled, and a dissident group of workers organized a mass "sick call" for that date. The tactic failed, however, and the Authority reported that a smaller number of men than usual called in sick on that day, and CTA investigations proved that all were legitimate. Nonetheless, the Authority organized an army of volunteers, including supervisory personnel, to operate the trains, just in case, and worked out a plan of emergency surface system extra trips and reroutings to handle the rush hour crowds. The situation was normal, however, and the morning rush passed without incident. The arbitration board, meanwhile is to make its report soon: the settlement is expected to be approved.

One of the Authority's lesser-known activities came into the spotlite early in November, as the Transit Board authorized Chairman Dement to work with the

MIDWEST MEMO--CTA (CONTINUED):

MILWAUKEE ROAD toward the elimination of the northern portion of the freight service that CTA provides on the railroad's behalf along the NORTH-SOUTH Rapid Transit line. The freight runs, which operate from a connection with a Milwaukee spur at Irving Park northward over the "L" embankment into Evanston, have been declining in importance in recent years, and one of the main customers on the north end, a lumber company at Howard Street, moved away. As a result, night-time freight business to the north end of the run has disappeared, and the sole remaining customer is a coal company near Bryn Mawr. The Authority and the railroad plan to continue using CTA's two Baldwin-Westinghouse locomotives for this portion of the run.

CATCo: HERE, THERE AND O'HARE

CHICAGO. The Windy City's busy downtown-to-airport carrier, CONTINENTAL AIR TRANSPORT COMPANY, has further expanded its limousine services linking major hotels with Chicago's O'Hare International Airport. CATCo has served the aprport with routes from downtown Chicago, Evanston, Oak Park and La Grange for some time; some runs also stop by Midway Airport, once the world's busiest, but lately reduced to a few UNITED AIR LINES Boeing 727 flights. For some time the Greater North Michigan Avenue Association has been petitioning for additional service to and from the increasing number of hotels and motels adjacent to Michigan Avenue in the area between the Chicago River and Lake Shore Drive, Chicago's "Magnificent Mile". One stop, at the Sheraton-Chicago Hotel at Grand Avenue was added as part of a short, part-time run some time ago, and a few other stops were instituted on a temporary certificate in 1964. On Friday, November 4, the new Near North service became permanent, by Illinois Commerce Commission order. Five area hotels were certified as "depots" for the 8:00AM through 9:00PM half-hourly runs; a fare of $2.00 is to be charged for the one way trip. CATCo, which is legally classed as a limousine service despite the fact that it operates a varied fleet of Flxible single-level intercity equipment, began an additional route on November 1st, and will add several other areas to its service pattern on December 5th. In service is a line to the Drake-Oakbrook Hotel in the western suburb of Oakbrook; to go in service on December 5th, are lines linking O'Hare with Aurora, Batavia, Geneva, St. Charles and the Pheasant Run Lodge on North Avenue (Illinois 64) east of the Fox River Valley town of St. Charles.

READER'S DIGEST: ONCE OVER QUICKLY

The CHICAGO, SOUTH SHORE & SOUTH BEND Electric will soon cease to be a separate entity. The Interstate Commerce Commission has okayed takeover of the 90 mile interurban line by the CHESAPEAKE & OHIO - BALTIMORE & OHIO Railroad. CSS&SB operated a fleet of Flxible units from a railway connection at Michigan City to Benton Harbor and St. Joseph, Michigan until the line sold it to INDIANA MOTOR BUS in 1963. The South Shore operates an extensive commuter service from Chicago to Gary and South Bend, Indiana; the railway has trackage rights over the ILLINOIS CENTRAL RAILROAD from Kensington (on the south side of Chicago) to the Loop. No decision has been reached on the fate of the overhead as yet; the railway has lost a great deal of business to the paralleling Indiana Toll Road. . . According to the Department of Housing and Urban Development, pampering the commuter appears to be a successful way of bringing him back to public transit. A 14 month project undertaken in Decatur and Peoria started off with a single route and 31 passengers, and ended up with 17 lines and 542 riders. Essentially a personalized home-to-work express service, the project (aided with an $83,616 grant from HUD) involved picking up

MIDWEST MEMO--READER'S DIGEST (CONTINUED)

passengers practically on their doorsteps, expressing them downtown and offering them free cab service when the bus broke down. Monthly billing was employed on the special runs, and a seat was guaranteed. When the federal money ran out, DECATUR CITY LINES cancelled the service, but PEORIA CITY LINES retained it. PCL cut out some of the frills, but when passengers began disappearing at a rapid rate, they were reinstituted and business began climbing once more. HUD is recommending the "club coach" plan to both medium and large-sized city operations. . . A new museum group has joined the ranks of those preserving rubber-tired equipment. The NATIONAL MOTOR BUS MUSEUM (formerly SKOKIE VALLEY LINES), headquartered in Milwaukee, has acquired a trio of coaches from THE MILWAUKEE & SUBURBAN TRANSPORT CORP. of the Cream City. Saved are No. 350, a 1948 Pullman-Standard trolley coach; No. 891, a rare Twin Coach 34-SW (102" wide); and No. 1197, a 1947 G. M. Coach TD-4007, one of a group of five transferred from Indianapolis to Milwaukee by their common management. More details on these and other preservation projects in a Special Bulletin of the MOTOR BUS SOCIETY soon. We wish the NMBM every success in their venture, and welcome them to the ranks of the preservation groups.

ROSTER OF EQUIPMENT -- UNITED MOTOR COACH COMPANY (Des Plaines, Ill.) 8/66

Coach Numbers	Builder	Model/Serial Numbers	Seats	Fuel Trsmn	Year Built	Notes
70-75	G.M.C.	TD-3206/066, 426, 445-448	32T	D/H	1945	New
82-87	G.M.C.	TDH-4008/619-624	40T	D/H	1947	New
88-93	G.M.C.	TDH-4008/1188-1193	40T	D/H	1948	New
94-99	G.M.C.	TDH-4509/1284-1289	45T	D/H	1951	New
100-105	Y. C.	TD-3601/017, -?-, 027, 030, 032, 034	36T	D/H	1941	Ex-CTCo
106-111	G.M.C.	TD-4506/644, 647, 650, 651, 654, 655	45T	D/H	1946	Ex-CTCo 787, 790, 793-794, 797-798
112-117	G.M.C.	TDH-4512/912-917	45T	D/H	1955	New
118-121	G.M.C.	TDH-4512/1537-1540	45T	D/H	1956	New
122-125	G.M.C.	TDH-4512/2822-2825	43S	D/H	1958	New, NRD
126-140	G.M.C.	TD-4007/463, 452, 460, 451, 470, 485, 473, 458, 459, 525, 482, 493, 489, 476, 503.	40T	D/H	1946	Ex-SLPS (9/59) 3012, 3001, 3009, 3000, 3019, 3034, 3022, 3007, 3008, 3074, 3031, 3042, 3038, 3025, 3052.
141-144	G.M.C.	TDH-4517/078-081	47T	D/H	1960	New, NRD
145-148	G.M.C.	TDH-4517/990-993	47T	D/H	1961	New, NRD
149-151	G.M.C.	TDH-4509/809, 813, 832	45T	D/H	1950	Ex-DTC, PBL(7/62)
152-156	G.M.C.	TDH-4509/1942-1943, 1945, 2006, 2010	45T	D/H	1951	Ex-ITS 1022-1023, 1025, 1031, 1035.
157-159	G.M.C.	TDH-4512/2050-2051, 2429	43S	D/H	1957	Ex-LMC 106-107, 110
160-167	G.M.C.	TDH-5304/832-839	53T	D/H	1965	New, NRD, A/C
201-202	G.M.C.	TGH-3102/331-332	27T	G/H	1954	New, L/H sing. seats
203-206	G.M.C.	TGH-3102/405-408	27T	G/H	1955	New, L/H sing. seats

NOTES:
G.M.C. - General Motors Coach. Y.C. - Yellow Coach
Seats - S- Suburban; T- Transit
Fuel/Trsmn - Fuel and Transmission: D- Deisel, G- Gasoline, H- Hydraulic
NRD - No rear door. A/C - Airconditioned. L/H - Left Hand (driver's side) single seats.

(Continued on Page Four)