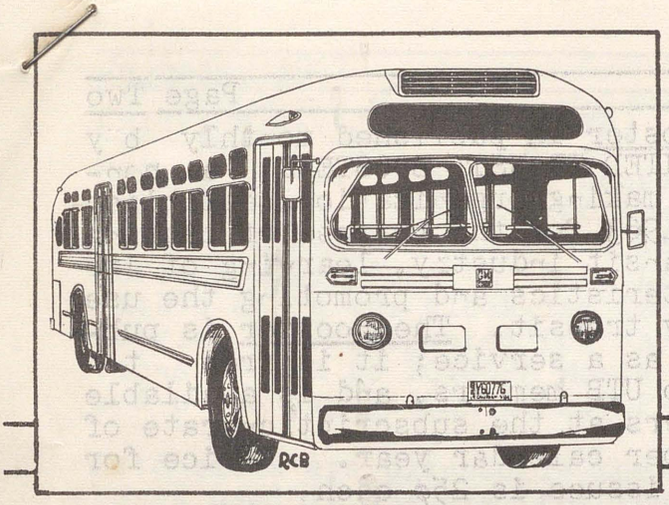



# THE BOOSTER

Your Western Transit Digest

**Monthly Publication of The United Transit Boosters**

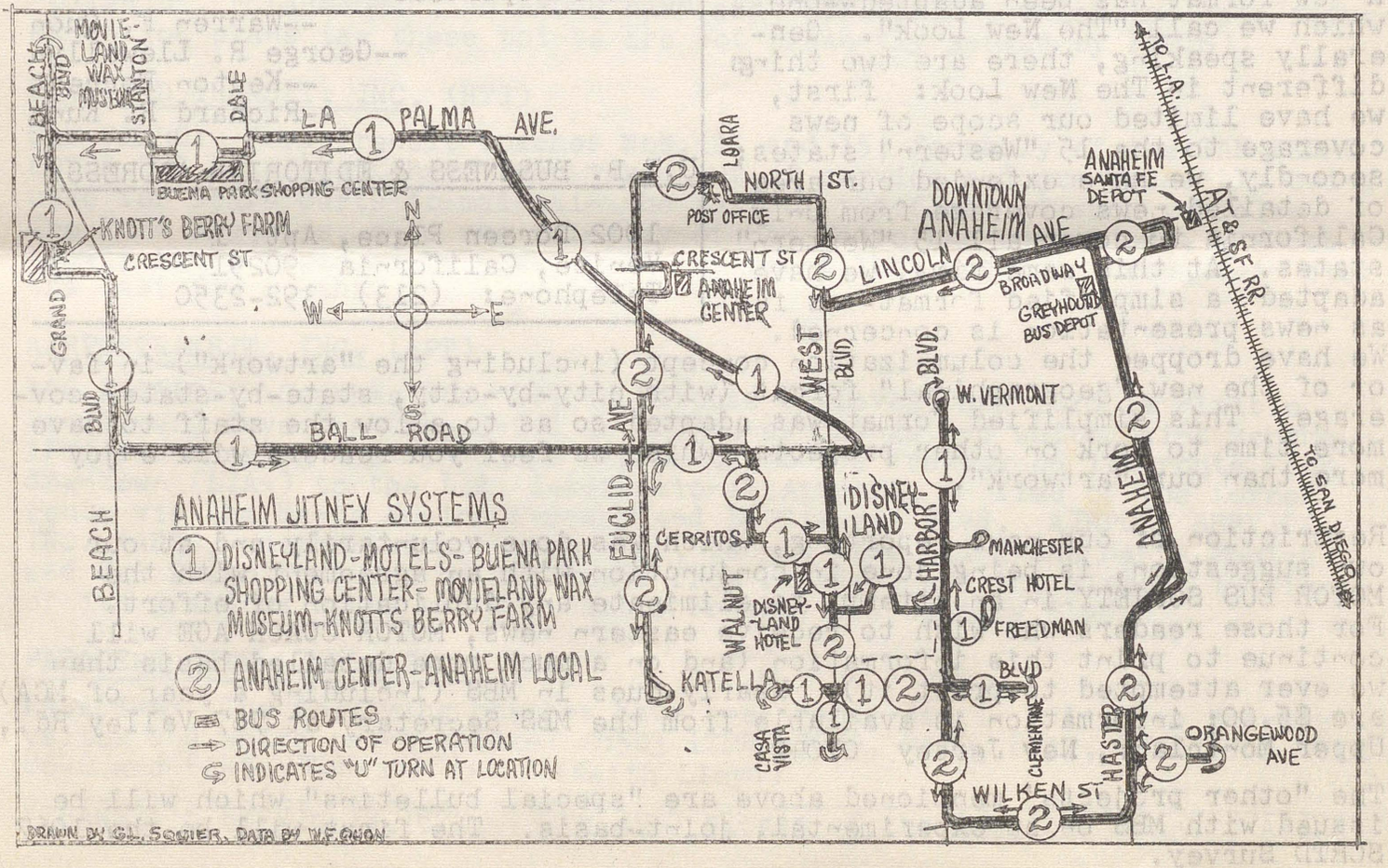
*'Dedicated to Better Transit'*

Vol. 5, No. 1 January, 1967 Sixteen Pages


C A L I F O R N I A

ANAHEIM JITNEY SYSTEMS, INC. (AJSI)

ANAHEIM: AJSI's new buses, listed on Page13, have been noted in detail, and observations made as follows: They are a front-engined coach, mounted on a five ton truck chasis. The single front door, located behind the front wheel, is of the two-piece folding type; seats are provided for 16 passengers in a 2 and 1 forward facing arrangement. Four windows on each side of each bus are of the drop-sash type. For the convenience of smokers, ash-trays have been provided. The buses are painted with a pink bottom, white to the roof, with a white and pink striped roof. The vehicles are powered by a 180 h.p. V-8 International gasoline engine which is coupled to an automatic transmission. Destination signs are painted on oblong wooden plaques mounted immediately below the large front windows.



# CLUB NEWS

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.

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## MEETING NOTICE

The February meeting of the UNITED TRANSIT BOOSTERS will be held on Sunday February 12, 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. Entertainment for the meeting will be a talk on bus operations in England by our guest speaker, H. Keith Lloyd, prominant British bus enthusiast, who is presently staying in the Los Angeles area while he is working on his Ph.D. at Cal-Tech.

## THE NEW LOOK

By now, the reader probably has realized that there is something different about the format of The Booster. A new format has been adapted--one which we call "The New Look". Generally speaking, there are two things different in The New Look: first, we have limited our scope of news coverage to the 15 "Western" states; secordly, we have extended our area of detailed news coverage from only California to cover all 15 "Western" states. At this same time, we have adapted a simplified format--as far as news presentation is concerned. We have dropped the columnization concept (including the "artwork") in favor of the new "geographical" format (with city-by-city, state-by-state) coverage. This simplified format was adapted so as to allow the staff to have more time to work on other projects--which we feel you readers will enjoy more than our "artwork".

Restriction of our news reporting, which was done voluntarily and at our own suggestion, is being done in conjunction with an agreement with the MOTOR BUS SOCIETY in an attempt to eliminate any duplication of effort. For those readers who wish to receive eastern news, MOTOR COACH AGE will continue to print this information (and on a much more detailed basis than we ever attempted to print it). Yearly dues in MBS (including a year of MCA) are $5.00; information is available from the MBS Secretary at 767 Valley Rd., Upper Montclair, New Jersey 07042.

The "other projects" mentioned above are "special bulletins" which will be issued with MBS on an experimental, joint-basis. The first will be the 1967 SCRTD Survey.

CALIFORNIA--AJSI (CONTINUED)

Routes and service as of December, 1966 are as noted on the map on Page One and may be described as follows: Line 1--DISNEYLAND-MOTELS-BUENA PARK SHOPPING CENTER-MOVIELAND WAX MUSEUM-KNOTT'S BERRY FARM; headways are hourly to three hourly--fare to 50¢. Line 2--ANAHEIM CENTER-ANAHEIM LOCAL (loop service); 2A is the clockwise loop service, 2B is the counterclockwise loop service (so designated for our purposes); headways are hourly in both directions 8:00AM to 10:00PM Monday through Friday, 8:00AM to 6:30PM on Saturday, and on Sunday 9:00AM to 2:00PM on Line 2A only.

Extensions are planned in the future, including increasing the number of buses used in Anaheim from four to ten, service to the Calif. Angeles (of the American League) baseball stadium and service to other parts of the Anaheim area.

POMONA VALLEY MUNICIPAL TRANSIT SYSTEM (PVMTS)

POMONA: PVMTS's four new 35 seat Flxible airconditioned "New Look" transit coaches were placed in service in December and January. With the exception of the roof mounted airconditioning unit, the coaches are identical to the SCRTD 4000 series which came off the production lines immediately before PVMTS 60-63, including interior paint scheme, paneling and trim, seats, treadle rear door , split destination sign, route and run number sign boxes; the exterior paint scheme is also identical except that bright green replaces the chrome yellow. New headsigns, which replace such readings as, "TWO", "THREE", "FIVE" and "SIX" include a short route sign curtain (located on the "curb" side) which reportedly contains the numbers 1-2-3-4-5-6-7-8-9, and a long destination sign, indicating route and destination information. Also included on the "long" curtains are such readings as, "SAN DIMAS", "LA VERNE", "ONTARIO", "CLAREMONT", "DIAMOND BAR" and "MONTCLAIR", which indicate future expansion plans (as these points are not presently served by PVMTS).

HIGHLAND TRANSIT, INC. (HTI)

SAN PEDRO: Ford Transit coaches Nos. 11 and 15, formerly of the SAN PEDRO MOTOR BUS CO. fleet, have been taken out of service and are presently being used for spare parts to maintain the rest of the fleet of such vehicles. The Ford Transits, once the mainstay of San Pedro bus operations, are now slowly being replaced by newer used equipment that has been brought-in over the last few months.

AIRPORTRANSIT, INC. (APT)

LOS ANGELES: Coaches Nos. 205 (a Flxible Hi-Level) and 1026 (a Flxible Starliner) have been repainted in APT's new orange and white paint scheme. APT is now using the San Diego and Santa Monica Freeway on its route from downtown (L.A.) to the L.A. International Airport, in lieu of the former route via the Santa Monica Freeway and La Cienega Blvd. AIRPORT SERVICE, INC. (ASI), another airport operator, is now also using the Santa Monica and San Diego Freeways on its route from Pasadena and the airport in lieu of its previous route via the Harbor Freeway and Century Blvd.

PASADENA CITY LINES, INC. (PCL)

PASADENA: The following coaches have been repainted in PCL's new "canary" yellow and white paint scheme: 8503 (TDH-4507), 8510, 8511, 8512 (TDH-4517), 8640 and 8645 (TDH-3610). (Keith Lloyd)

"TRANSIT'S REVVIN IN '67" -- the 1967 slogan of the American Transit Assoc.

CALIFORNIA (CONTINUED)

CONTINENTAL WESTERN LINES (CWL)

LOS ANGELES: Effective January 9th, CWL Schedules 207 and 208 (LOS ANGELES-WICHITA-ST. LOUIS-NEW YORK) were abandoned, leaving four schedules each day from coast-to-coast via Albuquerque and St. Louis. New Silver Eagles, recently purchased (Nos. 4754-4756) have been assigned to the LOS ANGELES-SAN FRANCISCO pool.

CONTINENTAL PACIFIC LINES (CPL)

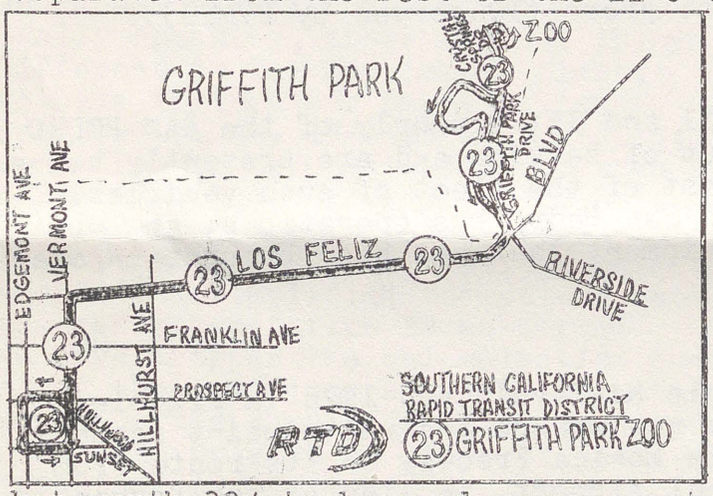
LOS ANGELES: On January 15th, Schedules 1601 and 1614, the only through service between San Francisco and Portland, Oregon were eliminated--leaving three schedules out of San Francisco each day connecting at Sacramento with Seattle bound buses. This schedule ran all summer and was put on this winter as an experiment.

LOS ANGELES-EL PASO EXPRESS (LAEPE)

LOS ANGELES: Operating airconditioned Oldsmobile "vista dome" station wagons, LAEPE began service between El Paso, Texas and Los Angeles recently. The schedule calls for a car to leave each city at 6:00PM daily; running time is 15-3/4 hours. The Los Angeles terminal is located at 6th & Wall Sts. LAEPE was created for the benefit of and generally caters to the Mexican/Spanish speaking population.

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (SCRTD)

LOS ANGELES: On December 25th, that portion of Line 31--HOLLYWOOD-GLENDALE-PASADENA operating between Hollywood & Vermont and the Griffith Park Zoo was separated from the rest of the line to form a new Line 23--GRIFFITH PARK ZOO, operating from Hollywood & Vermont via Hollywood Blvd., (L) Edgemont Ave., (L) Sunset Blvd., (L) Vermont Ave., (R) Los Feliz Blvd., (L) Griffith Park Dr., and (R) Crystal Springs Dr. looping at the new Los Angeles Zoo. Service is hourly 9:30AM to 3:30PM Monday through Friday and until 5:10PM on Saturday and Sunday.




A fare refund plan is now in effect between SCRTD and over 50 merchants in the Hollywood area. With a purchase of $3.00 or more at any of the participating stores, you are given a ticket worth 33¢ to be used on your return trip home.

RTD's Board of Directors have requested a subsidy from the city and county to offset anticipated $3 Million defecit this year. Civic officials have indicated that the subsidy will not be forthcoming. District officials have indicated that if the subsidy is not approved, they will be forced to reduce routes and service drastically and/or to raise fares.

The following coaches have been painted in District colors of Chrome Yellow, Saddle Tan and white since our last listing: 2036, 2037, 2500, 2501, 2503, 5234, 5243, 5251, 5311 5323, 5326, 5327, 5329, 5331, 5333, 5359, 5364, 5365, 5504, 5516, 5517, 5523, 5524, 5527, 5528 and 5529. 5332

CALIFORNIA (CONTINUED)

SANTA BARBARA METROPOLITAN TRANSIT DISTRICT (SBMTD)

SANTA BARBARA: SBMTD's Board of Directors has been appointed; they are planning a study of the operations of the SANTA BARBARA TRANSIT COMPANY. The District cannot levy a tax until July 1st; they are seeking federal aid in acquiring SBTC. GAYLORD SPREITZ, owner of SBTC, estimates that it will take the District between 18 and 24 months to get their system in operation; he has requested the District to subsidize his company during that time.

BAKERSFIELD MUNICIPAL TRANSIT SYSTEM (BMTS)

BAKERSFIELD: The California roster for this month (a monthly practice which we hope to maintain) is that of BMTS. The Transit Authority of the City of Bakersfield (as BMTS is also known) came into existance when it purchased the BAKERSFIELD TRANSIT COMPANY on August 1, 1956. (BTCo was the successor to the BAKERSFIELD & KERN ELECTRIC RAILWAY, which company dates back to the beginnings of public transportation in Bakersfield.) During the period of its existance, BMTS has had two different numbering schemes: one three digit scheme which it probably inherated from BTCo and the present scheme which was adopted in July, 1962 using four digits, the first two of which indicate the seating capacity. A few words of geographical orientation, before we get into the roster: Bakersfield is located at the southern end of the San Joaquin Valley or 100 miles north of Los Angeles and 300 miles south of San Francisco; it is located inland and is well known for its hot weather.

| Coach Numbers | Old Numbers | Builder | Model/Serial Numbers | Seats | Year Built | Notes-Comments |
|---|---|---|---|---|---|---|
| --- | 101 | G.M.C. | TDH-3612/131 | 36 | 1949 | To SBMTS 504 |
| --- | 102 | G.M.C. | TDH-3612/132 | 36 | 1949 | To SBMTS 505 |
| 3601 | 103 | G.M.C. | TDH-3612/133 | 36 | 1949 | |
| 3602 | 104 | G.M.C. | TDH-3612/134 | 36 | 1949 | |
| 3603 | 105 | G.M.C. | TDH-3612/135 | 36 | 1949 | |
| 3604 | 106 | G.M.C. | TDH-3612/999 | 36 | 1951 | |
| 3605 | 107 | G.M.C. | TDH-3612/1000 | 36 | 1951 | |
| 3606 | 108 | G.M.C. | TDH-3612/1618 | 36 | 1952 | |
| 3607 | 109 | G.M.C. | TDH-3612/1619 | 36 | 1952 | |
| 3608 | 110 | G.M.C. | TDH-3612/1741 | 36 | 1952 | |
| 3701 | 111 | G.M.C. | TDH-3714/001 | 37 | 1953 | |
| 3702 | 112 | G.M.C. | TDH-3714/002 | 37 | 1953 | |
| 3703 | --- | G.M.C. | TDH-3714/286 | 37 | 1954 | Ex-SMMBL 125 |
| 3704 | --- | G.M.C. | TDH-3714/287 | 37 | 1954 | Ex-SMMBL 126 |
| 4001 | 113 | G.M.C. | TDH-3610/347 | 40 | 1947 | Ex-Tacoma T.C. |
| --- | 114 | G.M.C. | TDH-3610/345 | 40 | 1947 | Ex-Tacoma T.C. |
| 4501 | 201 | G.M.C. | TDH-4512/2345 | 45 | 1957 | Airconditioned |
| 4502 | 202 | G.M.C. | TDH-4512/2346 | 45 | 1957 | Airconditioned |
| 4503 | 203 | G.M.C. | TDH-4512/2347 | 45 | 1957 | Airconditioned |
| 4504 | 204 | G.M.C. | TDH-4512/2348 | 45 | 1957 | Airconditioned |
| 4505 | 301 | G.M.C. | TDH-4517/110 | 45 | 1960 | Airconditioned |
| 4506 | 302 | G.M.C. | TDH-4517/111 | 45 | 1960 | Airconditioned |

Buses 301 and 302 were ordered and delivered with factory airconditioning installed. BMTS installed airconditioning units in coaches 201-204 in about 1961. In conjunction with the change in number schemes mentioned above, the fleet paint scheme was changed from the old orange and white (divided at the belt rail) to a two-tone-blue (similarly arranged). It was at this time that

CALIFORNIA--BMTS (CONTINUED)

BMTS acquired buses 125 and 126 from SANTA MONICA MUNICIPAL BUS LINES. The addition of these two coaches increased the number of "air-ride" coaches in the fleet from eight to ten. 125 and 126 were the first blue buses to appear on the property--they're having been that color on SMMBL. When they arrived, they were numbered 3701-3702. Subsequently, buses 111 and 112 were repainted and renumbered. Having second thoughts about the new numbering scheme, it was decided that those buses in each seating capacity that had been on the property the longest should have the lowest numbers. Thus 111-112 having been at BMTS before SMMBL 125-126, it was decided to renumber THEM 3701-3702 and make 125-126 (at that time already numbered 3701-3702) 3703-3704. At about the same time that 125-126 arrived from SMMBL, non-air-ride buses 101 and 102 were sold to SAN BERNARDINO MUNICIPAL TRANSIT SYSTEM, where they were numbered 504-505. Coaches 113 and 114, although they look like TDH-4008's were actually stretched-out 40-seat TDH-3610's. The work had been done by the TACOMA TRANSIT CO. (Wash.) a previous owner of the buses. At the time of the renumbering/repainting program, it was thought that 113 and 114 would no longer be needed by the system--thus they were put into storrage at that time; neither was repainted or renumbered. Subsequently, it was determined that another bus would be required; thus the 113 was painted and renumbered 4001. To our knowledge, 114 remains in storrage as such.

WEST BAY RAPID TRANSIT AUTHORITY (WBRTA)

REDWOOD CITY: A report on the rapid transit plans of the Authority indicates that four alternatives are being considered, ranging in cost from $60 Million to $300 Million. They include (1) upgrading existing SOUTHERN PACIFIC rail facilities (the cheapest plan), (2) extending the BAY AREA RAPID TRANSIT DISTRICT into the Peninsula to the San Mateo/Santa Clara County line, (3) expanding the BARTD system into a central transfer hub in San Bruno connecting with San Mateo County rail rapid transit system using the SP alignment, and (4) using the SP alignment to build exclusive rights of way for a bus rapid transit system. (Eli Bail)

WESTERN GREYHOUND LINES (WGL)

SAN FRANCISCO: On January 4th, Schedules 1-13 were reissued in purple ink. The HOLLISTER-CHITTENDEN-WATSONVILLE route (in the Monterey Bay area) consisting of three round trips daily was discontinued and two of the SAN JOSE-GILROY LOCAL trips on the LOS ANGELES-SAN FRANCISCO VIA COAST ROUTE were rerouted to serve Hollister and San Juan Bautista. Riders may then get to Watsonville by riding to Salinas. The SACRAMENTO-PLACERVILLE-RENO (via U.S. Hwy. 50) route has begun serving Rancho Cordova, a new community east of Sacramento.

The California Public Utilities Commission has authorized WGL to raise intrastate fares by 7% anytime after February 1st. The increase will apply to commute rates i n SFBACR*, except that no increase will be made on 20 ride commute books.

The three round trips on the SANTA MONICA-LOS ANGELES-PALM SPRINGS-INDIO route recently cut back, and now terminate at Palm Springs instead of Indio.

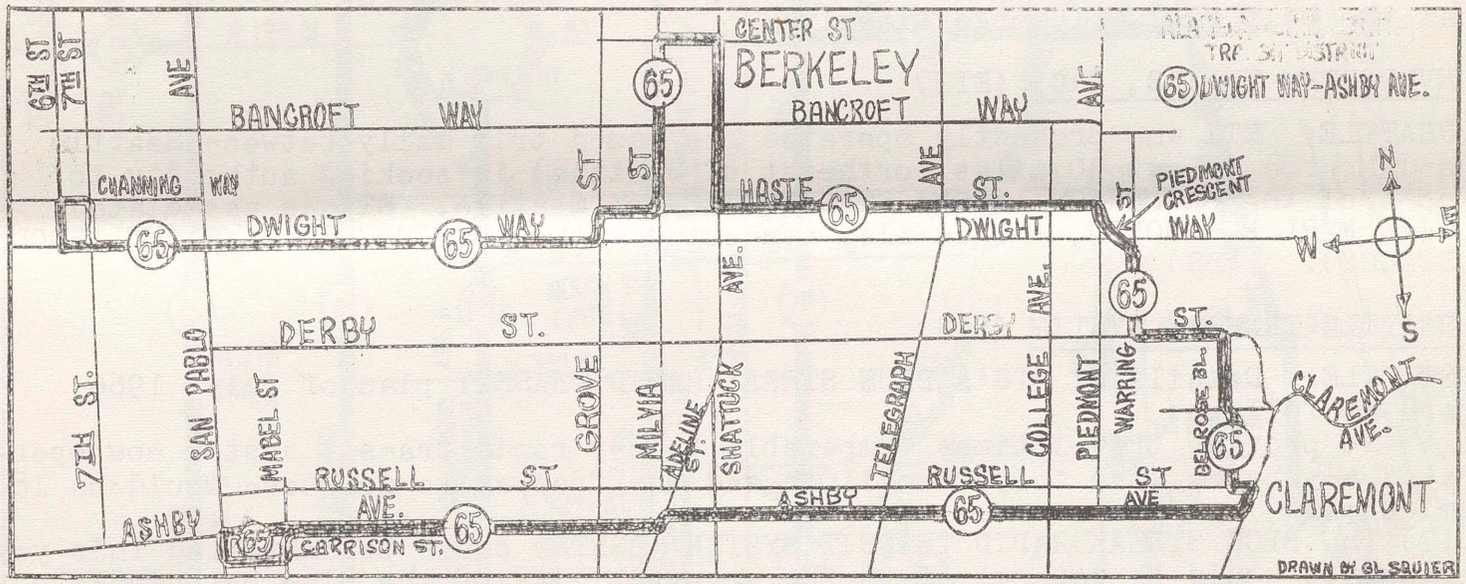
Great progress is being made on WGL's new station in Los Angeles. Major construction phases have now been completed; generally detail work remains.

* For our new readers, SFBACR is our nick-name for and are the initials of the San Francisco Bay Area Commute Region of Western Greyhound Lines.

CALIFORNIA (CONTINUED)

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT (ACCTD)

OAKLAND: Coach No. 526, a GMC TDH-5301, was painted for christmas, with red and white Santa Claus cutouts proclaiming "Happy Holidays" in 21 different languages, adorning both sides of the bus, which was painted a bright green. The inside and outside of the bus were garlanded with holly, sprinkled with gold stars.




On December 5, Lines 65--DWIGHT WAY and 74--ASHBY AVE. were combined into a new Line 65--DWIGHT WAY-ASHBY AVE. The new line connects areas of North Berkeley, also it serves downtown Berkeley. (See map above). Line 83--EAST FOURTEENTH ST.-WEST OAKLAND was recently extended from 7th & Pine to the Oakland Army Base on an hourly headway Monday through Saturday between 6:00AM and 6:00PM; also to and from the Naval Supply Center in the morning peak only.

Line 7--EUCLID-ARLINGTON had evening headways reduced due to alternate service being provided by Transbay Line F--SAN FRANCISCO-BERKELEY.

The SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT began subway construction on Broadway in downtown Oakland on January 10th; all northbound Broadway buses have been temporarily rerouted onto Franklin St., a one-way north bound street, one block east.

W A S H I N G T O N

WALLA WALLA CITY LINES (WWCL)

WALLA WALLA: WWCL, who operates in the southeastern corner of the state, operated the following equipment as of July 6th:

| No. | Builder | Model/Serial Numbers | Seats | Year Built | Year Acq. | Comments |
|---|---|---|---|---|---|---|
| 1 | English Ford | Thames 400E | 15 | 1960 | 1960 | |
| 2 | English Ford | Thames 400E | 15 | 1960 | 1960 | |
| 3 | English Ford | Thames 400E | 15 | 1960 | 1960 | |
| 14 | Ford Transit | 59-B/99T611981 | 27 | 1945 | 1950 | |
| 16 | Ford Transit | 79-B/799T1379410 | 27 | 1947 | 1947 | Purchased new |
| 17 | Ford Transit | 79-B/799T1917608 | 27 | 1947 | 1947 | Purchased new |

WASHINGTON-WWCL (CONTINUED)

PERRY BROWN owned WWCL from 1937 until he sold it to GEORGE BACON in about 1953. COLLEGE PLACE BUS LINES was also sold to Mr. Bacon at this time. CLYDE HAMMOND purchased both lines from Mr. Bacon one year later. WWCL and CPBL were merged under the name of WALLA WALLA CITY LINES. JAMES F. COTTER is now President of the company, a post he has held since about 1962.

WWCL buses are painted Fleet White (top) and "Omaha Orange" (below) divided at the belt rail. (George Llewelyn)

EVERGREEN TRAILS, INC. (ETI)

SEATTLE: ETI who presently operates one round trip daily between Seattle and Monroe (about 30 miles northeast of Seattle) is seeking authority to control the BREMERTON-TACOMA STAGES, INC. of Seattle. ETI is associated with MYRL P. HOOVER, who is also connected with PACIFIC TRAILWAYS (MT. HOOD STAGES). (MBS)

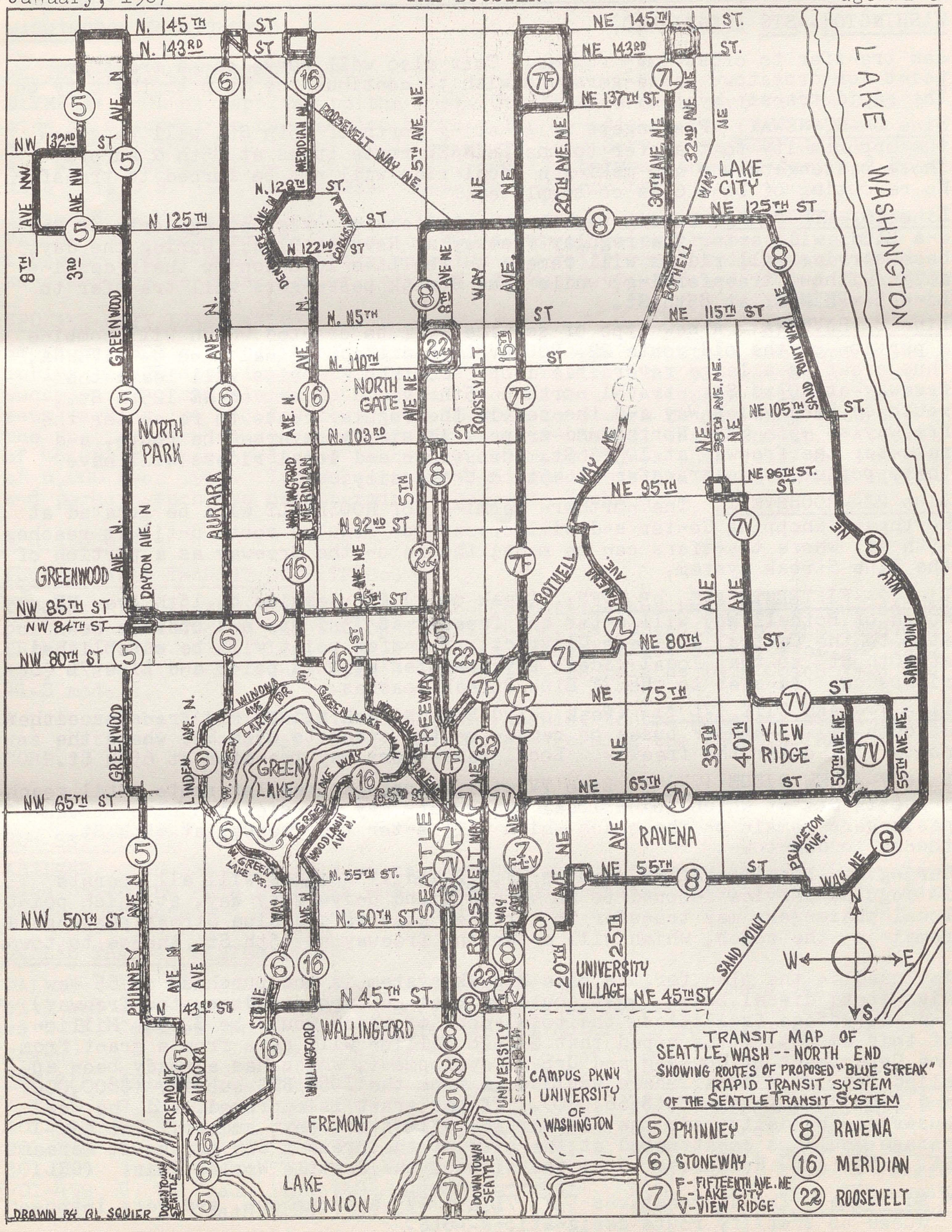
SEATTLE TRANSIT SYSTEM (STS)

SEATTLE: Details of STS's BLUE STREAK RAPID TRANSIT plan of July, 1966 are as follows:
(1) To provide travel times comparable to any rapid transit system now operated anywhere. The trip from 110th and the freeway to downtown would be 18 minutes.
(2) The BLUE STREAK RAPID TRANSIT SYSTEM (BSRTS) could be installed this year. The date would be determined by the acceptability of the plan by the State Highway Commission, the City Engineering Department and other interested groups.
(3) Creation of a large parking lot in the north central area of the city which would be used as a park-ride facility. A new transit route would be created to serve the parking lot.
(4) Special service connecting with the BSRTS would be added to the Boeing Plant #2 complex. This route would operate on Airport Way, then off regular city streets and on service roads at Boeing Field.
(5) Exclusive use of the Columbia St. reversible lane off-ramps by Transit buses.
(6) Establishemnt of a transit-only lane on 5th Ave. between Washington St. and Columbia St. to be used in the afternoon rush hours.
(7) Reverse loop in the downtown area operating north and south on 3rd Ave. In the morning rush buses would run north on 3rd Ave., and south on 3rd Ave. in the afternoon rush hour. This would provide maximum speed for the passengers.
(8) Eight regular transit routes would be altered to take advantage of the high speed freeway operation.

According to LLOYD CRABER, STS General Manager, "Installation of the entire system would mean additional $250,000 annual cost to the Transit System's expense. However, we believe that this new service, which would be competative in speed with the private car to downtown, would attract new riders in the north end of the city limits who would use the park-ride facility."

The eight regular routes that would be altered are as follows:

Line 5--PHINNEY: All service originating north of 85th St. will operate on the regular route to 85th St, where it will make a positive meet with turn-back local service which will afford local riders an opportunity to transfer. Regular service will then proceed east on 85th St. to the freeway ramp, and operate on the freeway to 45th St. at which time local passengers




TRANSIT MAP OF SEATTLE, WASH -- NORTH END
SHOWING ROUTES OF PROPOSED "BLUE STREAK" RAPID TRANSIT SYSTEM OF THE SEATTLE TRANSIT SYSTEM

| | |
|---|---|
| 5 PHINNEY | 8 RAVENA |
| 6 STONEWAY | 16 MERIDIAN |
| 7 F-FIFTEENTH AVE. NE<br>L-LAKE CITY<br>V-VIEW RIDGE | 22 ROOSEVELT |

WASHINGTON--STS (CONTINUED)

can transfer to cross-town routes. This also will serve as a transfer point for crosstown passengers who wish to continue the trip to the city on the rapid transit system.

Line 6--STONEWAY: Passengers originating north of 85th St. will be given the opportunity to transfer to the PHINNEY route buses at 85th & Aurora. Those passengers who are making a local ride will not be forced to transfer. No rerouting of Line 6 is contemplated.

Line 16--MERIDIAN: During peak hours all service originating north of Ravenna Blvd. will enter the regular freeway at Ravenna Blvd. During the day, base service, all riders will remain on the Line 16 coach to their destination without transferring, while Blue Streak passengers will transfer to Line 5--PHINNEY at 85th St.

Line 8--RAVENNA: A new type of service will be created which will combine a portion of the old route 22--ROOSEVELT and the original Line 8--RAVENNA, thus creating a large reversible loop. Southbound trips will leave the freeway at 103rd St., travel north on 5th Ave. NE, east on NE 125th St., south on Sand Point Way and thense via the regular route to re-enter the freeway at 45th St. Northbound trips will simply reverse the route, and re-enter the freeway at 103rd St. Crosstown and local riders will have the opportunity to transfer at 45th & University.

Line 22--ROOSEVELT: The northern terminal of ROOSEVELT will be located at Northgate Shopping Center and will operate on regular route until it reaches 45th St. where transfers can be made; thense on the freeway as a portion of the Blue Streak system.

Line 7--FIFTEENTH AVE. NE (7F)*: (Peak only) All service on 15th Ave. NE north of Bothell Way will enter the freeway at 73rd St. and operate non-stop to the Central Business District. Transfer point will be established at 80th St. so that local riders may transfer at this point and Line 7L riders can transfer to the 7F Blue Streak coaches.

Line 7--LAKE CITY (7L)*: (Peak only) Blue streak riders may transfer either at 80th St. to the 7F buses or remain on the coach to 65th St. where the route will enter the freeway. Local passengers may transfer at 65th St.

Line 7--VIEW RIDGE (7V)*: Line 7V will operate on regular route until reaching 65th St. at which point local passengers may transfer and Blue Streak passengers remain on the coach which will enter the freeway at 65th St, thense to downtown.

During day base operation, Routes 7F, 7L and 7V coaches will all operate in regular service inbound to NE 45th St. and University Way, at which point local passengers may transfer to turnback coaches and Blue Streak passengers remain on the coach, which will enter the freeway at 45th St., thense to town.

Included in the plan for the Blue Streak system is the purchase of 65 new high-speed diesel buses (that could maintain 60 mph speeds on the freeway) and new garage facilities, the total cost of which would be $2.984 Million. Of this amount, it is hoped that $1.618 Million will come from a grant from the Department of Housing and Urban Development, which has already been applied for. The local share would come from the 1966 STS subsidy ($800,000) and from "the farebox" ($566,000). If the grant is approved, and the new buses can be delivered, the new service will start next summer. The new garage would be constructed at the site of the present STS garage at Mercer St. & 5th Ave. N, across from the site of the Seattle Worlds Fair. (GRL)

* Ed. Note: The designations "7F, 7L and 7V" are our own, and were introduced to simplify route designations--GLS.

WASHINGTON (CONTINUED)

WESTERN GREYHOUND LINES (WGL)

OLYMPIA: WGL has applied to the State Utilities and Transportation Commission to discontinue bus service between the Canadian border and several eastern Washington points. Included were: (1) Service between the border and Wenatchee Junction (via U.S. 97); and (2) between the boundary and Spokane (via U.S. 395) and between Chewelah and Loon Lake (near Spokane).

Included in WGL's application is the take-over of the routes by OKANOGAN VALLEY BUS LINES and adaptation of WGL's fares, rates, rules and regulations by OVBL. OVBL presently operates one daily round trip between Spokane and the Canadian border (via U.S. 2, Wash. 4C, 108 and 10 and U.S. 97). (Llewellyn)

SPOKANE CITY LINES (SCL)

SPOKANE: SCL's special free-fare downtown shopper shuttle that operated during the 26 days immediately preceding Christmas was proclaimed a great success. Two shuttle buses operated on 10 minute schedules between the Coliseum parking lot and downtown from 10:00AM to 9:00PM Monday thru Saturday in the special service sponsored by the Downtown Retail Trade Bureau. A total of 46,281 shoppers rode the specially decorated buses this year--an increase of 6,000 over 1965. Its success has indicated possible use in other cities, and perhaps such use on a perminant basis in Spokane.

A R I Z O N A

TUCSON RAPID TRANSIT CO. (TRTCo)

TUCSON: The Arizona State Corporation Commission has recently announced the purchase of TRTCo by the TUCSON TRANSIT CORP., a subsidiary of the AMERICAN TRANSIT CORP. of St. Louis, Mo. TRTCo's present fleet consists of GMC TDH-4509's and airconditioned 4512's and 4517's, as well as Twin Coach 34-S and 41-S models.

A proposal by VALLEY TRANSIT LINES, of Phoenix, to transfer its stock to ATC was postponed to another date. (Ed. Note: Forming the PHOENIX TRANSIT CORP.?)

T E X A S

SUN-SET STAGES (SSS)

ABILENE: SSS has been sold to the Murphy family; the new company is operating under the name of TEXAN BUS LINES. SSS operated three round trips daily between Abilene and San Angelo. (MBS)

DALLAS TRANSIT SYSTEM (DTS)

DALLAS: All 440 of DTS's new "Dandiliners" have now been received by the city and are now being used in service. Roster details for the airconditioned G. M. Coaches (which was supplied by the Motor Bus Society) follows:

| Coach Numbers | Builder | Model/Serial Numbers | No. of Seats | Year Built | Comments |
|---|---|---|---|---|---|
| 1-95 | G. M. Coach | TDH-5303/1917-2011 | 51 | 1964 | Airconditioned |
| 101-135 | G. M. Coach | TDH-5303/3021-3055 | 51 | 1965 | Airconditioned |
| 201-299 | G. M. Coach | TDH-5303/4223-4321 | 51 | 1966 | A/C, type "N" engine |
| 301-399 | G. M. Coach | TDH-5303/4322-4420 | 51 | 1966 | A/C, type "N" engine |
| 401-499 | G. M. Coach | TDH-5303/4421-4519 | 51 | 1966 | A/C, type "N" engine |
| 501-513 | G. M. Coach | TDH-5303/4520-4532 | 51 | 1966 | A/C, type "N" engine |

TEXAS--DTS (CONTINUED)

DTS is thus the first operator in the country (if not the world) to have a fleet that is all airconditioned, all of the same make and model and all less than three years old.

Made surplus by the arrival of the new "Dandiliners" was DTS's fleet of Southern and White motor buses and ACF-Brill and Marmon-Harrington trolley coaches. Many of the trolleys have been sold to Mexico City, while 40 of the airconditioned, diesel powered, 44 passenger 1953 Southerns were leased to the WICHITA METROPOLITAN TRANSIT AUTHORITY at the rate of $200 per month per bus for one year. WMTA (Kansas) has the option of purchasing the buses for $1,000 each at the end of the lease, or $2,000 each at any time prior. WMTA also has an option to lease or purchase another 30 1952 44 passenger air-conditioned Southerns. Meanwhile, another 35 surplus Southerns were sold to the City of Amarillo (Texas) last October. These airconditioned 44 seat coaches are 1956 model SDHF-45 Southerns, and will be operated by the newly city acquired AMARILLO TRANSIT SYSTEM.

AMARILLO TRANSIT SYSTEM (ATS)

AMARILLO: The new city operated ATS took-over from the 40 year old AMARILLO TRANSIT CO. on November 27th. Last summer, when the following roster of ATCo was given to reporter Quon, 32 buses were being operated, as follows:

| Coach Numbers | Builder | Model/Serial Numbers | No. of Seats | Year Built | Comments |
|---|---|---|---|---|---|
| 173 | ACF-Brill | C-31/031 | 31 | 1949 | Propane |
| 175-178 | ACF-Brill | C-31/033-036 | 31 | 1949 | Propane |
| 179-182 | ACF-Brill | C-31/234-237 | 31 | 1950 | Propane |
| 183-187 | G. M. Coach | TGH-3101/507-511 | 31 | 1951 | Propane |
| 188-190 | G. M. Coach | TGH-3102/051-053 | 31 | 1952 | Propane |
| 191-193 | G. M. Coach | TGH-3102/261-263 | 31 | 1954 | Propane |
| 194-195 | G. M. Coach | TGH-3102/467-468 | 31 | 1955 | Propane |
| 196-198 | G. M. Coach | TGH-3102/844-846 | 31 | 1958 | Propane |
| 199-200 | G. M. Coach | TGH-3102/1063-1064 | 31 | 1960 | Propane |
| 201-203 | G. M. Coach | TGH-3102/1176-1178 | 31 | 1960 | Gasoline |
| 204-205 | G. M. Coach | TGH-3102/1419-1420 | 31 | 1962 | Gasoline |

Apparently, the above equipment was not acquired by the city, as (was noted above) the city has purchased 35 airconditioned 44 passenger Southern Coaches from the DALLAS TRANSIT SYSTEM at a cost of $99, 200.

Fares are now 20¢ for adults and 10¢ for children, with a 5¢ transfer charge. ATS's new manager, EARL B. FAIR, stressed the fact that courtesy and safety will be the watchword for the system--as will good public relations.

C O L O R A D O

DENVER TRAMWAYS CORP. (DTC)

DENVER: Effective December 5th, the "46th Ave.-Packing House" branch of Route 73--GLOBEVILLE-DOWNING ST. was discontinued. Previously, service was operated between 5:00 and 8:00AM and between 2:00 and 4:00PM Monday through Friday. And back on March 10, 1966, Route 75--BARNUM-EAST LAWRENCE was extended another 2½ miles further west along Alameda Blvd. to Teller St., the location of Villa Italia Shopping Center. A 10¢ zone fare is charged for rides past the former terminal at Alameda & Meade on the new portion of the line. Route 19--AIRPORT-FAIRMONT had all Saturday service eliminated as of December 5, 1966. Effective November 28, 1966 a temporary detour became

COLORADO--DTC (CONTINUED)

effective on Route 60--LORETTO HEIGHTS. The 8th Ave. viaduct over the South Platte River was closed on that date to heavy vechiles; westbound "60" buses were rerouted over the 6th Ave. viaduct via Kalamath, 6th Ave., Bryant and Alcott and regular route. It is anticipated that this detour may become perminant. In December, a detour caused by the closing of the 44th Ave. overpass was put into effect on Route 16--STOCKYARDS as follows: Outbound--via Fox, 45th Ave., Delaware, 44th Ave., Fox, Globeville Rd., Broadway and 45th Ave; Inbound--via 45th Ave., Broadway, Globeville Rd., Fox, 45th Ave., Delaware, Fox and regular route. Previously, the route would have been via Fox, 44th, Boradway and 45th. (Kenton Forrest)

## E Q U I P M E N T R E P O R T

Below is listed the acquisition of equipment that has come to our attention since our last report (completeness is not to be inferred).

| Name of Company | Coach Numbers | Builder | Model/Serial Numbers | Comments |
|---|---|---|---|---|
| **NEW BUSES** | | | | |
| American Buslines | 6969-6972 | Bus& Car | Sil Eg/6969-6972 | Data per MBS |
| | 6973-6976 | Bus& Car | Sil. Eg./7095-7098? | Data per MBS |
| Continental Bus Sys. | 1754-1755 | Bus & Car | Sil. Eg./7036-7037 | Data per MBS |
| Union Bus Lines (Tex.) | 1992-1997 | Bus & Car | Sil. Eg./7048-7053 | Data per MBS |
| Continental Western L. | 4754-4756 | Bus & Car | Sil. Eg./????-???? | |
| Greyhound Lines, Inc. | 2282 | M.C.I. | MC-5A/???? | Cent./Western pool. |
| Anaheim Jitney Systems, Inc. | J10-J12, J14 | Inter.-Harvester | M-1500/??? | See page 1 for other details |
| Santa Monica Municipal Bus Lines | 5347-5356 | G.M.C. | TDH-5303/4785-4794 | |
| **USED BUSES** | | | | |
| Arrow Charter Lines | 1204 | G.M.C. | PD-4104/???? | Ex-?? |
| Highland Transit, Inc. | 2 | G.M.C. | TD-3609/072 | Ex-El Torro TL |
| | 226 | Crown | "Pre-War" | 53/77 seats |
| San Pedro Transit L. | 101 | G.M.C. | TG-3607/015 | Ex-SPTL 37 |

1966 FLXIBLE DELIVERIES:

From Mr. C. V. WHITHORNE, regional sales representative for The Flxible Co. comes a list of new Flxible coaches delivered to Calif. and Nevada operators in 1966.

| Name of Operator | Fleet Numbers | Model and Number/ Serial Numbers | Comments |
|---|---|---|---|
| AirporTransit (Los Angeles) | 410 | Flxette 571KE-F6 FX-105 | 19 seats |
| | 1034-1035? | Starliner 373ED-D11 31166-31167 | 33 seats with airconditioning |
| | 1031-1033? | Starliner 373ED-D1 31168-31170 | 33 seats |
| | 206-207 | Flxliner 223DD1-D2 10718-10719 | 45 seats with airconditioning |
| Airport Service, Inc. (Long Beach) | 1002-1003 | Flxliner 223DD1-D2 10716-10717 | 45 seats with airconditioning |

(Continued on Page Fifteen)

T. C. by RICHARD R. KUNZ

Installment No. 5

Ask someone if he's ever heard of the borough of Richmond in New York City, and chances are he'll look at you with something more than a quizzical expression. Even today, Richmond exists, but most people know it by the somewhat more familiar name of Staten Island. Jutting-out peninsula-like into the mouth of the Hudson River, Staten Island presents a rural contrast to the metropolitan atmosphere of its fellow boroughs. In these pastoral surroundings, the city of New York advanced and proved a revolutionary theory of local transportation science.

For many years, one of the major purveyors of transportation on the island had been the Staten Island Midland Railway. Its financial base was none too strong, however, and its physical condition was far from satisfactory. For an unknown reason, the city of New York obtained an injunction against the company on January 16, 1920, and on the same date the competing Richmond Light and Railroad Company seized 32 cars they claimed had been loaned to Midland. This left but five servicable units on the SIMR property, along with a barnful of obsolete and unusuable equipment. For three days, the Midland was unable to operate any service, and the situation was brought to a head by the Richmond company's discontinuance of electric power it had furnished SIMR. Acting on complaints of island residents, the city brought in 50 buses and began operation over the car lines on January 19.

Partial rail service was resumed by the Midland receiver on May 21, but the Richmond company claimed three of the four cars in service, and the company was forced to shut down again. Following a court order, the three cars were returned by the RL&RR and operation began again on May 24. At that point, the Department of Plant & Structures of the City of New York assumed control of the Midland system and began a program of rehabilitation. New and used cars were brought in, others were overhauled and much trackwork was done. Soon cars were back in service on all lines.

By 1921 the city was ready to extend the system with motor buses. However, a few legal questions arose, as a law was on the books prohibiting a municipality from operating motor buses, and, as the cost of extending the trolley lines would have been prohibitive, the use of trolley coaches was suggested as a means of resolving the impasse.

To quote from Bus Transportation, January, 1922:
"The municipal trolley-bus system on Staten Island was officially opened October 8, 1921, by Grover A. Whalen, Commissioner of the Department of Plant and Structures, City of New York. This department has charge of the development and operation of all municipal transportation of the City of New York. Its activities cover street railways, trolley buses, gasoline motor bus routes, ferries and bridges."

On that day, service was inaugurated on the two routes radiating from a connection with the Midland cars at Meier's Corner (Victory Blvd.-Bradley Ave.) to Sea View Hospital on the south, and to Bull's Head on the west. An extension to the west line from Bull's Head to Linoleumville (now Travis) was completed and placed in service within a few days, forming a link between the railway cars and the Carteret ferry. Reported the Staten Island Advance of October 20, 1921: "Linoleumbille is on the map!"

T. C. (CONTINUED)

The new Atlas Truck Company vehicles were 23 feet long, 7 feet 2 inches wide, and boasted a 140 inch wheelbase, 36 inch cushioned solid rubber tires and a weight of just 11,500 pounds. There were six cross seats, 2 longitudinals and a circular rear seat, upholstered in genuine green leather. 28 people could be accomodated in the luxiorious cushions, and 15 standee positions were also provided for. Each of the seven vehicles had two 25 HP 600 volt motors arranged for series-parallel control. Each car cost $8,000. Crude and boxlike in appearance, they were numbered 1 to 7, and lettered for the Department of Plant & Structures.

Trackless trolleys had been decided upon ty the city because of their economy, in construction of the line and in operation of the vehicles. Single track rail construction cost from $37,000 to $60,000 per mile depending on terrain; trackless trolley construction cost a mere $400 per mile. Then there was the cost of operation:

| | |
|---|---|
| Standard Safety Car | 24.30¢ per mile |
| Gasoline Bus | 29.55¢ per mile |
| Trackless Trolley | 20.95¢ per mile |

To Sea View Hospital from Meier's Corner was a distance of 2.6 miles; the line to Linoleumville measured out to 4.4 miles.

As ERA's Headlights reports, city and county officials occupied the first cars to operate over the two lines, including Commissioner Whalen and Mayor Hylan. The system's first accident occurred a few days later when Grover Whalen, while teaching a new operator how to drive the vehicle, lost control of the car. It crashed into a pole just west of Willowbrook Road on Victory Blvd., injuring several passengers. Generally, however, these two lines compiled a satisfactory record of operation, and gave residents and visitors to the island quick and dependable service, with a 5¢ fare.

NEXT: History repeats itself.

(The author wishes to express gratitude to the Electric Railroaders Association's excellent series of Electric Railroads publications, from whose December, 1959 booklet No. 28 much of the above material was drawn. Thanks also go to Ed Nagy of New York's Transit Promotion Association, whose indefatigable researches turned up many little known details on the Staten Island System. Their effords will also be represented in the next segment of "T. C.", continuing the Staten Island story. RRK)

1966 FLXIBLE DELIVERIES (Continued from Page Thirteen)

| | | | |
|---|---|---|---|
| Anchor Bus Company (Fresno) | 44 & ?? | Flxette 571KE-F6-1 FX-107, FX-138 | 23 seats with airconditioning |
| Knickerbocker Transp. (Los Angeles) | 21 | Flxette 571KE-F6-1 FX-129 | 23 seats with airconditioning |
| Studio Transportation Inc. (Shine-Phillips, L.A.) | 143-144 | Flxette 571KE-F6-1 FX-108, FX-109 | 17 seats with airconditioning |
| Terminal Island Transit Co. (Terminal Island) | 200 | Transit F2DV8C-401-1 51271 | 53 seats |
| Pomona Valley Municipal Transit Sys. (Pomona) | 60-63 | Transit 411GD-C2-1 75080, 79, 81, 82 | 35 seats with airconditioning |
| Southern Calif. Rapid Transit Dist. (L.A.) | 4000-4054 | Transit 411GD-C2-1 75024-75078 | 35 seats |

FINANCIAL STATEMENTS -- 1966

UNITED TRANSIT BOOSTERS
Income Statement
For the year ended December 31, 1966

| | | |
|---|---|---|
| Operating Revenue: | | |
| Dues: | | |
| Regular $120.00 | | |
| Equipment Preservtn. 30.00 | $150.00 | |
| Excursion | 25.00 | |
| Publications | 54.10 | |
| Auctions | 45.49 | |
| Miscellaneous | 6.25 | |
| Total Revenue | | $280.84 |
| Less -- Operating Expenses: | | |
| Office | $ 25.31 | |
| Excursions | 52.60 | |
| Publications | 133.21 | |
| Meetings | 40.00 | |
| Total Expenses | | 251.12 |
| NET INCOME | | $ 29.72 |

UNITED TRANSIT BOOSTERS
Statement of Retained Earnings
December 31, 1966

| | | |
|---|---|---|
| Balance as of December 31, 1964: | | $168.26 |
| Less: | | |
| 1965 publication expense paid in 1966 | | 21.40 |
| Total | | $146.86 |
| Add: | | |
| Net Income for 1966 | | 29.72 |
| Total Retained Earnings as of December 31, 1966 | | $176.58 |

UNITED TRANSIT BOOSTERS
Balance Sheet
December 31, 1966

Assets

| | | |
|---|---|---|
| Cash: | | |
| On Hand | $30.71 | |
| In Bank | 90.40 | |
| Equipment Preservation Fund | 78.00 | $199.11 |
| Accounts Receivable | | 10.00 |
| Office Supplies | | 21.59 |
| Library Acquisitions | | 10.00 |
| Preserved Transit Equipment (608) | | 436.15 |
| Total Assets | | $676.85 |

Liabilities and Net Worth

Liabilities

| | | |
|---|---|---|
| Accounts Payable | $ 32.00 | |
| Pre-paid Revenues | 42.00 | |
| Total Liabilities | | $ 74.00 |

Net Worth

| | | |
|---|---|---|
| Retained Earnings | $176.58 | |
| Paid-in Surplus | 426.27 | |
| Total Net Worth | | 602.85 |
| Total Liabilities and Net Worth | | $676.85 |

NOTE: For 1965 financial statements see the January, 1966 issue of THE BOOSTER, Page 6.

1966 FLXIBLE DELIVERIES (Continued from Page Fifteen)

| | | | |
|---|---|---|---|
| Southern Calif. Rapid Transit District (Los Angeles) | 5600-5624 | Suburban FDV8C-401-7-UL-AC 35075-35099 | 49 seats, airconditioned |
| Gray Line Scenic Tours, Inc. (Reno, Nevada) | --- | Flxette 571LE-F6-1 FX-118, FX-119 | 20 seats, airconditioned |
| | --- | Starliner 323ED-D11 31163-31164 | 29 seats airconditioned |

DUES REMINDER: This will be the last issue mailed until 1967 payments recd.