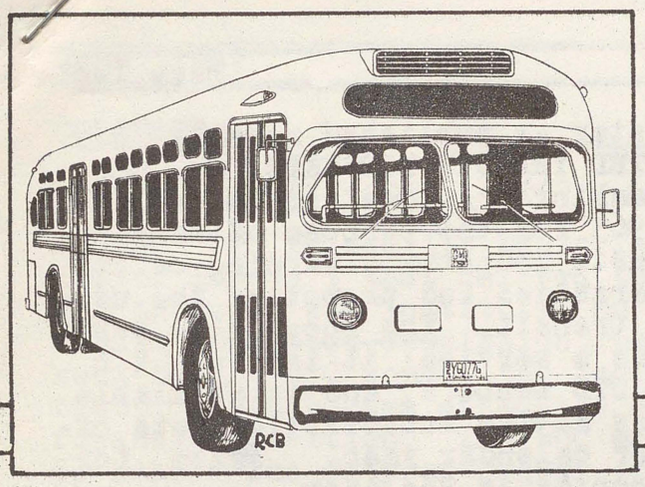


THE BOOSTER

Your Western Transit Digest
Monthly Publication of The United Transit Boosters

'Dedicated to Better Transit'

Vol. 5, No. 6 June, 1967 Six Pages

T E X A S

CONTINENTAL BUS SYSTEM (CBS):

DALLAS: CBS has inaugurated a third FIVE STAR schedule between Dallas and Houston effective June 1st. There are now three trips daily leaving both cities at 8:00AM, 12:00 Noon and 4:00PM. Following is the pool assignment for this service:

1801	Kassborher	Golden Eagle/27730
1802	Kassborher	Golden Eagle/27769
1803	Kassborher	Golden Eagle/27768
1804	Kassborher	Golden Eagle/27758
1807	Kassborher	Golden Eagle/27752
1808	Kassborher	Golden Eagle/27753

CBS coaches 1101 (PD-4104/1920), 1105 (PD-4104/1146), 1127 (PD-4104/3446) and 1128 (PD-4104/3447) have been assigned to the DALLAS-WACO service of the TEXAS ELECTRIC BUS LINES. The reason for this assignment is unknown as this time.

UNION BUS LINES (UBL)

DALLAS: UBL's VAN HORN-BROWNSVILLE service has been extended into El Paso for the duration of the summer because of additional patronage. Coaches 1416-1420 Flxible Hi-Level/10407-10411 are used on this route.

EL PASO CITY LINES (EPCL)

EL PASO: EPCL has now received all 17 of the ex-NEW ORLEANS PUBLIC SERVICE, INC. GM TDH-5105's that it had purchased. Pertinant data follows:

EPCL No.	Model/Serial Numbers	NOPSI No.	EPCL No.	Model/Serial Numbers	NOPSI No.	EPCL No.	Model/Serial Numbers	NOPSI No.
4102	TDH-5105/1000	1800	4108	TDH-5105/1033	1833	4129	TDH-5105/1093	1854
4103	TDH-5105/1086	1847	4109	TDH-5105/1085	1846	4130	TDH-5105/1094	1855
4104	TDH-5105/1011	1811	4110	TDH-5105/1088	1849	4131	TDH-5105/1095	1856
4105	TDH-5105/1092	1853	4111	TDH-5105/1089	1850	4132	TDH-5105/1096	1857
4106	TDH-5105/1023	1823	4127	TDH-5105/1090	1851	4133	TDH-5105/1097	1858
4107	TDH-5105/1009	1809	4128	TDH-5105/1091	1852			

EPCL's numbering scheme is a part of parent company NATIONAL CITY LINES' nation-wide master numbering scheme. The missing block of numbers (4112-4126) was probably used at another property, that got some "new" buses between what would appear to be the two groups that the ex-NOPSI buses were delivered to EPCL in.

CLUB NEWS

MEETING NOTICE

The July regular meeting of the United Transit Boosters will be held on Sunday evening, July 9, 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 by public transportation, board a SCRTD Line 4--MELROSE AVE. bus 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.

Effective with the August 13th regular meeting, a new location will be used. See July issues for details.

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EDITORIAL STAFF

Editor --Gerald L. Squier
Associate Editor --Edmund Buckley
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--Lazear Israel
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--Kenton Forrest

U.T.B. BUSINESS & EDITORIAL ADDRESS

1002 Doreen Place, Apt. 1
Venice, California 90291
Telephone: (213) 392-2350

TEXAS--EPCL (CONTINUED)

It has now been determined that the 12 GMC TDH-4507's that were sold to Lima, Peru (TB-5/67) were Nos. 2753-2762, 4076 and 4078. Ex-Los Angeles buses Nos. 4075 and 4077 will stay in El Paso for the present. Presumably, the 17 5105's have replaced the 12 4507's that were sold, and five 3610's that were taken from the "city roster" for use on the EL PASO-JUAREZ line. This leaves two 4507's and four 3610's on the "active city roster"; the remaining EPCL buses are either "pairys" or "new look" coaches. The ex-New Orleans 5105's were needed so badly, that some of them were placed into service while still in their maroon, cream and white NOPSI paint scheme and NOPSI numbers. --HJL

M O N T A N A

WESTERN TRANSIT COMPANY (WTCo)

BILLINGS: WTCo has assumed operation of the Billings transit system; revenue is starting to rise. The Downtown business Association has received $1,508 from the sale of 10-ride ticket books, which allow a five-cent reduction over cash fares. The vehicles that are being used are presently leased from operations in Galesburg, Ill., Minot and Grand Forks, North Dakota, which the new owners of the Billings company also control. Some new buses may eventually be purchased.

COLORADO

DENVER TRAMWAYS CORP. (DTC)

DENVER: DTC raised its basic fare from 25¢ to 30¢ on June 16th, after a series of manuvers that delayed the implementation of the increase since May 16 The increase was instituted on the basis of a temporary order by the Colorado Public Utilities Commission, pending completion of PUC hearings on a permanent order. DTC sought the increase following the signing of a new labor contract, which became effective May 1st, placing the company in a deteriorating financial position. The PUC moved swiftly to grant relief by authorizing a 5¢ hike. The City of Denver obtained a temporary injunction because it wanted the matter to be aired fully and publicly before any increase was granted. After legal moves by both sides, the temporary increase was granted.

On May 7, 1967 Route 60--LORETTO HEIGHTS-HARVARD & YATES was retouted off 8th Ave. between Kalamath and Canosa westbound only, operating via Kalamath, 6th Ave., Bryant 7th Ave., Canosa, 8th Ave. and regular route.

In March, DTC buses Nos. 987-991 (GMC TDH-5105/2885-2889) were sold to Gary, Indiana (GARY TRANSIT, INC.). This leaves Nos. 992 and 993 as the only 900's still on the roster--and they may be sold very soon. --KF

WYOMING:

COWBOY TRANSPORTATION, INC. (CTI)

CASPER: CTI, operators of the new transit system in this city, begins providing service on July 1. The company is made-up of business men and residents who banded together for the furtherance of public transit in Casper. Buses are to follow three basic routes, and will leave downtown hourly between 6:00AM and 7:00PM. For special events, such as rodeos and fairs, buses will make special runs to and from downtown. The firm will initiate service with four "micro-buses", two Volkswagen vans, a Ford Club wagon and a G M "Handy" bus.

U T A H

KANAB DEVELOPMENT CORPORATION (KDC)

KANAB: The KDC has filed an application with the INTERSTATE COMMERCE COMMISSION seeking authority as a motor common carrier to operate over a route between Kanab and St. George, Utah via Fredonia, Ariz., Kaibab Indian Reservation, Colorado City, Ariz. and Hurricane, Utah. KDC has also filed for charter rights between Kanab, Utah and points in Coconino (Flagstaff) and Mohave (Kingman) Counties in Arizona, and in southwestern Utah.

N E V A D A

LAS VEGAS TRANSIT SYSTEM (LVTS)

LAS VEGAS: LVTS has applied to the Public Service Commission for authority to revise certain routes and to raise fares. The firm asked for a hike of from 25¢ to 35¢ in the basic fare and elimination of both fare zones and the five cent transfer charge. Fares for children between 6 and 13 would be reduced to 15¢, and rates for those between 14 and 18 would be 15¢ on school days only.

READ TB WANT ADS--Classified rate: 1¢ per word, 25 word minimum

C A L I F O R N I A

COUNTY TRANSIT LINES (CTL)

WALNUT CREEK: On June 24, CTL placed into effect a new fare structure--30¢ basic adult fare, 15¢ fare for children under age 12 and a 5¢ transfer charge: Saturday service was established on the two routes between Walnut Creek and Concord. Two new routes were also inaugurated--the first between Walnut Creek and Danville via Alamo, consisting of four round trips Monday through Friday --the other a route from Walnut Creek to Martinez and Martinez Hospital, which operates six days a week.

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT (ACCTD)

OAKLAND: During the month, transbay Line O--SAN FRANCISCO-ALAMEDA was revised to provide direct service from San Francisco to the lower Broadway area of Oakland, by stopping at 5th & Washington Sts. The Saturday afternoon headway on transbay Line L--SAN FRANCISCO-RICHMOND has been changed from half-hourly to 25 minutely.

A new three-year labor agreement is now in effect, giving ACT workers a 60¢ hourly wage boost, a cost of living allowance and increased fringe benefits over the life of the agreement. Under the new scale, operator's hourly rate is $3.51 (a 6% increase); the new top rate for "Mechanic A" is $4.20. The contract put ACCTD drivers in top place as the highest paid operators in the nation in June. On July 1st, however the SAN FRANCISCO MUNICIPAL RAILWAY and the NEW YORK CITY TRANSIT AUTHORITY move ahead with a rate of $3.73 per hour State Conciliator James Mitchell met with negotiating teams for several days in an effort to break a deadlock which resulted in a brief strike after the old contract expired at midnight on May 31st. In an effort to forestall the walkout, the District obtained a temporary restraining order an hour before the deadline. Union attorney F. R. Duda refused to accept service on the order for the union and its representatives; AC Transit officials were not able to locate union officers until a half-hour after the walkout started. Pickets manned gates at the three divisions and prevented four buses from leaving the yards, before union officials agreed to accept service of the restraining order and abide by its contents. Night crews telephoned as many drivers as possible to advise them of the court order; special radio announcements notified the men to report to work. During morning commute hours, approximately 50 out of 571 buses ran late, with 18 commute schedules cancelled A total of 128 drivers reported late, but extensive cooperation of operators in taking runs, plus use of the new two-way radio system resulted in buses returning to on-time performance by 10:30AM.

WESTERN GREYHOUND LINES (WGL)

SAN FRANCISCO: Schedule folders 1-13 were reissued in blue and black ink on June 16th. Major changes include the establishment of summer service between San Francisco and Santa Cruz via both Skyline Blvd. and Half Moon Bay-Davenport addition of one round trip on the SALINAS-MONTEREY-PACIFIC GROVE route, and the addition of one commute trip between San Francisco and Vallejo. Other changes include the addition of another Sunday round trip between San Francisco and Linda Mar (for a total of four) on SFBACR Peninsula Division s PEDRO line, re-establishment of summer service in the Pinecrest and Mather area and rerouting of SFBACR Peninsula Division Route M--SAN FRANCISCO-SAN MATEO VIA MISSION ST in San Francisco via Howard ST. South Van Ness and 26th St. thence via Mission St. (this rerouting presumably caused by the construction of one of the BAY AREA RAPID TRANSIT DISTRICT subway stations in the area.) In Washington another V. I. P. Executive Special trip was inaugurated between Seattle and

CALIFORNIA--WGL (CONTINUED):

Portland, Ore., for a total of three such round trips. In Wyoming, WGL and YELLOWSTONE PARK COMPANY have combined to provide one through trip daily between Salt Lake City, Utah and the Old Faithful Inn, Yellowstone Park, Wyo.

The California Public Utilities Commission has denied application to serve Mammoth Lakes, as detailed here earlier (TB-5/66).

In June, SOUTHERN GREYHOUND LINES G. M. PD-4104 buses Nos. 5724 and 5731 were seen in the WGL Los Angeles yard, stripped of lettering, insignias and license plates (5731 is PD-4104/1052; 5724's serial number was not seen). Apparently the two buses have been put-up for sale.

SAN FRANCISCO MUNICIPAL RAILWAY (SFMRy)

SAN FRANCISCO: The San Francisco City Controller's office has authorized SFMRy to purchase 450 new buses on a year to year basis at a total cost of about $6 Millions. A federal grant to help finance the purchase will be sought. The new equipment, to be purchased through annual budget requests, rather than leased or financed by equipment trust certificates, will have two-way radios. These buses will be the first purchased since about 1948; the present fleet of 449 Mack C-49DT buses that comprise the backbone of the motor coach fleet, were acquired between 1955 and 1959 and are being leased from the Mack Truck Company.

SANTA BARBARA METROPOLITAN TRANSIT DISTRICT (SBMTD)

SANTA BARBARA: SBMTD directors ordered termination of service to Carpinteria on Line 7--SANTA BARBARA-SUMMERLAND-CARPINTERIA effective June 18th, as a result of that city's refusal to pay $30 per day as a partial subsidy for the five daily trips. Carpinteria city officials indicated that they donot favor annexation to SBMTD at this time. An average of 80 riders daily used the line.

CULVER CITY MUNICIPAL BUS LINES (CCMBL)

CULVER CITY: Effective February 6th, CCMBL stepped-up afternoon peak-hour service on Line 3--CROSSTOWN from the weekday base headway of half-hourly (using two buses) to 25 minutely (using three buses). Half-hourly morning rush service remains unchanged. Line 3, which is usually operated by TDH-3501's, had service stepped-up about two years ago, when its weekday hourly headway was improved to half-hourly.

HIGHLAND-PATTON BUS LINES (H-PBL)

SAN BERNARDINO: On January 27th, H-PBL discontinued its hourly FOOTHILL-ARDEN route, except for two school trips. The firm now has only two regular routes, the hourly (daily except Sunday) 39TH & DEL ROSA line and the half-hourly (hourly on Sunday) HIGHLAND-PATTON route. A new schedule has not been issued as yet.

SAN BERNARDINO MUNICIPAL TRANSIT SYSTEM (SBMTS)

SAN BERNARDINO: SBMTS operators recently set a new record of consecutive days and miles of accident free operation. The 87 day, 201,039 mile record exceeded the former 85 day, 196,348 mile record. The TRANSIT CASUALTY CO.

CALIFORNIA--SBMTS (CONTINUED):

insurer of the local company, had coffee and doughnuts for the operators to celebrate the record. A decorated and inscribed sheet cake was also presented by TCCo representatives. The Greater Los Angeles Chapter of the National Safety Council awarded the City Safety Committee a plaque for SBMTS's safety record.

SBMTS was faced with a problem of being represented at the recent San Bernardino City Open House with a 20-year-old-looking bus (a TGH-3102) as its newest vehicle, although it has a $500,000 order placed with the Flxible Company for 15 new airconditioned buses, but yet met the challenge. Resourceful FRANK K. KING, SBMTS's Superintendent, arranged with Universal Studios to use one of their Minibuses that are designed as replicas of SAN FRANCISCO MUNICIPAL RAILWAY Powell St. cable cars, for his display at the open house. The minibus stole the show from the many other interesting exhibits of the other envious city departments. (Universal uses the bus for their V.I.P. tours of the studio lot; this was only the second time the bus had been outside the studio--the other time was for the 1965 American Transit Association convention in San Francisco.)

A 50-seat red and white Flxible demonstrator rolled through San Bernardino earlier in the year, giving residents a taste of the new buses that are to arrive by the end of July. The fifteen new coaches, to be numbered 800-814, will be painted red and white, have red and cream seats, venitian gold and aluminum interiors, with blue/grey floors. Thermo King airconditioning units, Johnson K-25 coin returning fare boxes and will be powered with Detroit Diesel (General Motors) 4-71N diesel engines.

POMONA VALLEY MUNICIPAL TRANSIT SYSTEM (PVMTS)

POMONA: On January 23rd, Line 6--WEST HOLT-SOUTH SAN ANTONIO's service to Cal. Poly. College and Pacific State Hospital was revised slightly so that buses in the morning serve Cal. Poly. first and then Pacific State Hospital; in the afternoon, the hospital is served first--and then the college. The change was made to minimize unnecessary riding for Cal. Poly students, who comprise a majority of the riders on the line.

All of PVMTS's older coaches now sport full-descriptive destination signs, first seen on the new Flxible buses, replacing the old signs with readings such as "TWO", "THREE", "FIVE" and "SIX".

NORWALK MUNICIPAL BUS SYSTEM (NMBS)

NORWALK: The Norwalk City Council has asked the City Engineer to finalize plans for the establishment of a municipal transit system. As planned, the system would require eight buses and both 45-passenger buses and 19-passenger minibuses are under consideration. Costs would run $290,000 per year for the Minibuses to $517,000 for 45-seaters. The council is considering applying for a federal grant.

CLASSIFIED ADVERTISEMENTS

WANTED: Pix of the following PE cars: 643 647, 150; supply car 006, diesel locos. 1320, 1324, 1325, 1326, 1328, 1329, 1377, 1378, 5273, 5274, 5275 and steam loco 1508. Also buses (what do you have?)

Harry E. Bennett, Jr., 1804 North Mount St., Baltimore, Maryland 21217