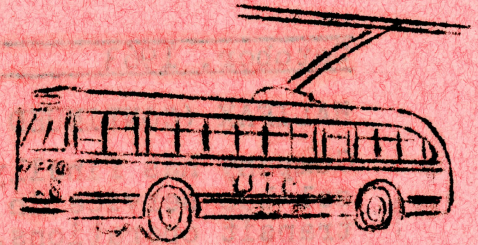




# THE BOOSTER



Vol. 1, No. 3

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Six Pages

## EL PASO

Correspondant Henry Leinbach reports that four of the TD-4507's that EPCL bought from LAMTA have arrived in El Paso, and are now in service. Having received and put them in service shortly before October 1st, El Paso City Lines has renumbered the used buses 4075-4078. Renumbering data is given below:

| EPCL No. | Serial Number | LAMTA No. |
|----------|---------------|-----------|
| 4075     | TD-4507 137   | 6988      |
| 4076     | TD-4507 149   | 6976      |
| 4077     | TD-4507 150   | 6975      |
| 4078     | TD-4507 151   | 6974      |

Henry Leinbach was told by EPCL Superintendent of Transportation, Tom Prior, on Oct. 26, that EPCL will require 3 to 5 months to get equipment, once the approval to convert (the Juarez Car Line--Ed.) has been received. Mr. Prior estimates that it will be at least a year before the car line is converted. "However", Mr. Prior cautioned, "this is a matter that could be revived at any time and be brought to a quick conclusion." It was also learned that used equipment recently purchased was obtained for other purposes and not for conversion of the Juarez car line.

Henry brings to our attention an error appearing in the El Paso and Long Beach articles in last month's issue. The corrections concerns EPCL 7024-7026, which were reported as being TG-4006's. Henry reports that he looked at the builders plates once again, and more closely, and noted that they were TG-4007's! (Ed. Note: Mr. Leinbach originally reported the coaches as 4007's, however we reported them as 4006's because we had reason to believe that the en-

tire 7011 LMBB series were 4006's. The question now is where did the 4006's end and the 4007's begin?) The serial number on 7026 was checked--TG-4007 266. The same bus was checked last February, and the serial was 267! The discrepancy is probably the result of a mix-up during repainted.

Rosters of Juarez companies should be corrected as follows: LINEAS de CIUDAD JUAREZ--about 40 AUTOBUSES INTERNACIONALES--about 10 or 12 buses total, split between TDH-3610 and 4507 sizes. TRANSPORTES URBANOS--about 50 buses CIRCUNVALUCION BUS LINES--at least 20. Add another operator recently spotted; TRANSPORTES VALLE DE JUAREZ which runs to Zarragoza and has about 25 buses.

## BALTIMORE

Correspondant Harry E. Bennett, Jr. reports that it is definite that Baltimore Transit Company will discontinue streetcar operations on its Line 8-YORK RD.--FREDERICK RD. and Line 15-GAY ST.--BELAIR RD. PCC car operation will cease on November 2nd, with bus operation beginning the morning of November 3rd. The principle cause of the conversion is a new one-way street pattern that will go into effect on November 9th.

BTC's new GM TDH-5303's have arrived, all 101 of 'em. There was a controversy as to whether to place them all on the 8 and 15 lines or to spread them around. It has now been decided to spread them around.

## HALIFAX

NOVA SCOTIA, CANADA  
Correspondant Paul Leger informs us that the formerly all-trolley coach Nova Scotia Light & Power

HALIFAX (CONTINUED FROM PAGE ONE):

Company has finally introduced deisel bus service in its Halifax transit operations. The new buses were produced by G. M. of Canada and all 12 of them are of the model TDH-4519 (small fishbowl.) Former United Transit Company (Providence R. I.) Pullman-Standard trolley coaches in NSL&P's 282-287 series have been taken out of service, except 285 and 286. All of the CCF-Brill T-44's are still available for service. The introduction of deis els was in conjunction with a major rerouting instituted this year.

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SEATTLE

Seattle Transit System has replaced many of its trolley coach lines, since it has received the 100 51 passenger Flixible F2D6V-4 01 (aquarium) transit coaches. The new units were purchased for expansion of STS lines in the northern part of the city. Trolley coaches are, however, to continue to run in the central part of Seattle, which has hills reminiscent of San Francisco. The use of deisel buses in the northern area has allowed STS to initiate EXPRESS service over Seattle freeways.

MILWAUKEE

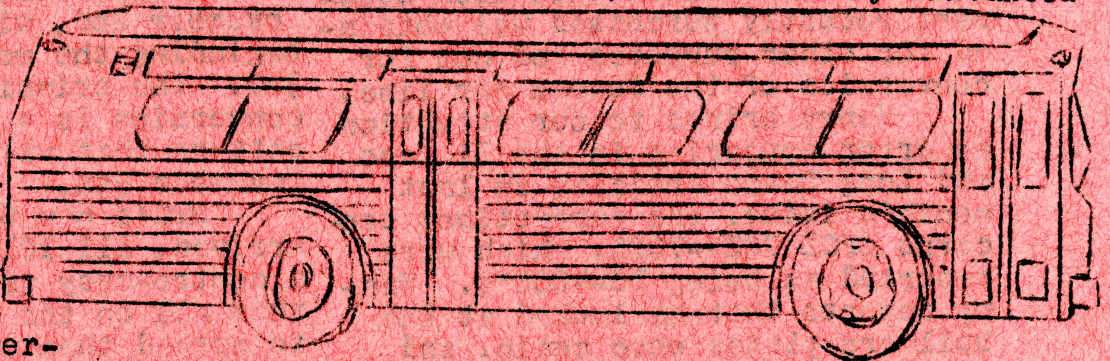
Milwaukee and Suburban Transportation Company recently completed phase two of its current modernization program, when it received 75 new TDH-5303's from General Motors. The new deisel buses replaced trolley buses on two of the previously four remaining trolley coach lines. Another part of the second phase, the rebuilding and modernization of the Kinnickinnic Garage is now also complete. M&ST's modernization program has resulted in the purchase of 158 GM Fishbowls; 83 TDH-5301's and 75 TDH-5303's.

FLIXIBLE

The Flixible Co. of Loudinville, Ohio recently announced

the production of their new 34 to 45 passenger (small aquarium) transit coaches.

The drawing to the right, copied from a Flixible add is apparently



of 34 seat capacity. This coach is what many transit operators have been waiting for, a small unit of modern design. In fact it has been rumored that LAMTA was going to buy about 100 GMC TDH-3714's, which are still available, to replace their 6600's, but had decided to wait until they saw what Flixible was going to come up with. It is currently being rumored that LAMTA IS going to buy some of these small Flixibles. G. M. Coach, get busy.

# CALIFORNIA CAPITULATIONS

By Warren F. Quon

**RAMONA STAGE LINES.** Beginning on October 27th, John R. Allen of Ramona has authority to provide bus service between Escondido and El Cajon via Ramona along Highways 78 and 67. Correspondant Eric Sanders tells us that the newly-organized line is to offer two round trips daily, and would not accept local fares between Lakeside and El Cajon, so as not to draw traffic from San Diego Economy Line.

**STOCKTON METROPOLITAN TRANSIT DISTRICT.** Stockton voters are to decide on October 8th whether or not to set up the proposed Stockton Transit District. If citizens are favorable to the plan, they will vote later on bonds to purchase Stockton City Lines (the city operator) and Lincoln Bus Lines (the suburban operator) and for new equipment. Only San Diego, San Jose, Santa Ana and Pasadena, if the Stockton plan is passed, will remain among the larger California cities with transit systems still operated by private enterprize.

**WESTERN GREYHOUND LINES.** At long last Western Greyhound Lines is going to build a new bus station in San Francisco. The nine million dollar project calls for one and one-half million to be spent on land to double the land area of the present station at 7th and Mission Sts. The present station is quite crowded, what with three divisions of suburban service, plus being a cross-country terminal for intercity service. The main disadvantage of the present station is that the waiting area is exposed to the cold S. F. climate. So it is with great joy, that we await the new warm twice-as-large station. The S. F. project means that a new Greyhound station is being planned, is being built or has been built in every large city in California except San Diego.

**ORANGE BELT STAGES.** Orange Belt Stages, a Central California suburban and intercity operator, cut service, in mid-September, from five to three trips daily on its Porterville-Visalia-Hanford Line. This line was formerly their most frequent service run, and usually used Flexible Clippers, providing train connections with the AT & SF and SP railroads.

**SOUTH COAST TRANSIT CORPORATION.** South Coast has bought three GM Coach TDH-3714's with front door only and thermo-matic vent, and has numbered them 155, 156 and 157. They are painted in metallic green and brownish gold hues. SCTC bought out Santa Ana-Laguna Beach State Lines (ABC Charter) in late 1962, and is run by American Transit Corporation, a national chain of about 30 bus lines, with headquarters in St. Louis. The standard ATC paint scheme is the former National City Lines' famed fruit salad (yellow, green and white) design. South Coast earlier acquired two GM TDH-4517's (baby fishbowls) numbered 2125 and 2126, to help supplant the fleet of Flexible Clippers that had been standard equipment on Laguna Beach-Santa Ana Stage Line. On August 5th, SCTC issued their first schedule, in which they added one trip to their basic Santa Ana-Balboa headway, which is now 30 minutely, and one trip to their Santa Ana-Laguna Beach run, giving that service a two-hour headway. There was no improvement in the Sunday service, which remains hourly Santa Ana to Balboa, and four trips Santa Ana to Laguna Beach. It is rumored that South Coast may buy out other Santa Ana area operators.

**GREEN BUS SERVICE.** From San Louis Obispo, we have an observation report of an abandoned bus company--Green Bus Service. As of August 31, 1963, there were eight buses in their yard: five school, two ACF-Brill

## CALIFORNIA CAPITULATIONS (CONTINUED):

GREEN BUS SERVICE (Continued): IC-37/41 intercity coaches, used on the Hearst Castle operation at San Simeon, and finally one Coachette, which was used in GBS's city service, consisting of four lines. These four city lines were so short, that the Coachette could cover all four of them in one hour! Two taxicabs were also in the yard, as GBS also operated them. Green Bus Service went bankrupt earlier this year; the sale of buses to Hathaway Motors of San Louis Obispo took place on September 25th, for \$1,125. However, Thomas J. Knight of "Knights of the West Tours", Los Angeles, purchased the common carrier certificate for the Hearst Castle operation. One of the factors causing the bankruptcy of GBS was that bus operators without certificates were permitted to take away Hearst Castle passengers.

SAN DIEGO TRANSIT SYSTEM. SDTS adjusted transit schedules for the winter on September 8th. Among important changes was a cut in Line R-LA JOLLA from 20 to 22-23 minutely, on weekdays and Sunday. Saturday however, kept its 20 minute headway. Line T-CROWN POINT shuttles were improved to 45 minutes from hourly on weekdays only, so as to connect with Line R for Downtown San Diego.

INGLEWOOD CITY LINES. ICL has obtained three GM TD-4507's late of LAMTA's 6951 class. New numbers are 122, 123 and 124. All three coaches retain their LAMTA paint scheme, except for the addition of an orange band around the middle of the bus. This brings the total to seven coaches formerly operating on LAMTA. 116 and 117 are ex-6100 TD-4505's obtained about 1958, 120 and 121, are similar coaches obtained in 1960. The 4505's, however, have been painted in ICL's own paint scheme of yellow-cream top, green bottom, separated by an orange belt.

TERMINAL ISLAND TRANSIT COMPANY. TITCO has taken delivery of two new Flexible F2D6V-401's (aquarium) "new look" diesel transit coaches, numbered 730 and 740. They resemble LAMTA "SilverLiners" but have tinted glass in standee windows. The new coaches join a fleet of Twin, White and Mack Diesel buses. To the best of our knowledge, TITCO has never owned or operated a General Motors Coach! On November 15th, Terminal Island buses will be routed over the new Terminal Island-San Pedro suspension bridge and into downtown San Pedro.. On or about the same date all ferry service will be discontinued. Present bus service operates between downtown Long Beach and the Terminal Island ferry connection for San Pedro. TITCO now operates a 15 minute base and nite service, with 30 minute owl service--the best in Southern California. Seven new drivers were hired for the new bridge route; a 30¢ bridge fare has been granted, although local officials seek a trail 20¢ fare, insisting that it would be sufficient to provide a profit.

ROESCH LINES. Roesch Lines, a bus operator running mountain resort service to Big Bear Lake and Lake Arrowhead from San Bernardino (LAMTA connection) requested in August permission to reduce service in winter schedules on this scenic mountain line. Present winter schedules call for one daily round trip, two roundtrips on Saturday to Big Bear Lake. No details are known on this proposed cut.

# THE LAMTA MONTH

By Edmund Buckley

## LAMTA NEWS BRIEFS

Nine model TDH-5301 5400 series coaches are now in service on Line 95-VERMONT-VERNON replacing nine TDH-5103 2800 series coaches. The 2800's were unable to make the tight schedule on this line.

Line 59--LONG BEACH-RIVERSIDE has been rerouted through the Ross-moor Leisure World, doubling service to residents of the retirement community. Line 124--LONG BEACH-FULLERTON was rerouted through Leisure World on October 21, 1962.

Line 37--HARBOR FREEWAY FLYER has a new alternate route, used only on Sundays, direct via Harbor Freeway from 8th St. (Los Angeles) to Anahiem St. (Wilmington) then via Anahiem St., Avalon Blvd. and regular route to San Pedro

LAMTA central Area Fare Zone Maps, similar to former LATL Zone Maps are now being installed on all LAMTA coaches.

Industrial Vasca S. A. of Lima, Peru, recently purchased one model T-46 ACF-Brill trolley coach, number 9106, for the purpose of stimulating sales of LAMTA's remaining surplus trolley coaches.

Beginning September 22nd, Line 65--SILVERLATE-RIVERSIDE DRIVE Sunday morning shuttle service running from San Fernando and Figueroa to Riverside and Allesandro was extended to Glendale and Fletcher for better connections with line 39--LOS ANGELES-GLENDALE-BURBANK.

## UTB MEMBERS ATTEND CLOSING

Two UTB members, Gerald Squier and Edmund Buckley, attended the closing of the Main St. Station at 610 S. Main St. at 2:15AM, and the opening of the new Main St. Terminal at 523 S. Main St. at 4:00AM on Sunday morning, September 15, 1963.

The farewell and welcoming committee, consisting of the two UTB members, rode the last coach from Main St. Station, 2769 on Line 63V-VALLEY BLVD. LOCAL, on its final trip out, and welcomed the first coach 2169 on Line 33--LOS ANGELES-COMPTON-LONG BEACH-SAN PEDRO, that arrived at the new station.

All LAMTA property has been removed from the Sixth and Main Station, the downtown terminal of the interurban lines since its erection in 1911. When the new Greyhound Bus Station is completed, LAMTA's downtown terminal will be located there.

## CORRECTIONS ON THE INTERURBAN ROUTE CHANGES EFFECTIVE 9/15/63 ON PAGES 5 and 6 OF THE SEPTEMBER ISSUE OF THE BOOSTER

34--LOS ANGELES-LYNWOOD-BELLFLOWER. The inbound LOCAL would be via Ninth San Pedro, Seventh, Main, Sixth, Wall to Terminal 17. The outbound route is via Maple, Eighth, Main, Sixth, San Pedro, Ninth and regular route. In using the new station, the route is via San Pedro, Eighth, Spring, New Terminal, Main Sixth, San Pedro, Ninth and regular route. The inbound Freeway Flyers will travel via Seventh, Main, Sixth and Wall to term. 17. Outbound, they run via Maple, Eighth, Main Sixth, San Pedro, and Seventh to Santa Ana Freeway.

36--LONG BEACH FREEWAY FLYER. In to town via Seventh and Spring St. to the new station. Outbound trips are routed on Main and Seventh Sts. to the Freeway.

THE LAMTA MONTH (CONTINUED):

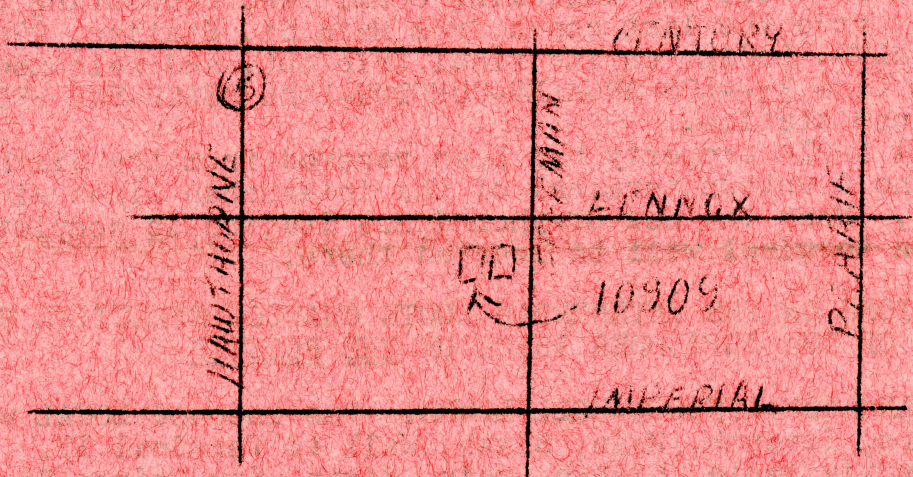
60--LOS ANGELES-REDLANDS. Inbound trips are routed via Arcadia, Main Fifth, and Spring to the new station. No change in outbound routing.

63--LOS ANGELES-POMONA VIA GARVEY AVE. and 69-LOS ANGELES-HELLMAN AVE. Both lines travel inbound via Los Angeles St. bus as far as Eighth St. thense via eighth and Spring to the new station, stopping to discharge patrons at Sixth and Spring. Outbound routes are unchanged.

52-LOS ANGELES-ALHAMBRA-TEMPLE CITY, 63V--VALLEY BLVD. LOCAL, 67--LOS ANGELES\*SIERRA MADRE, 68--LOS ANGELES-MONROVIA-GLENDORA, 70--LOS ANGELES-PASADENA VIA OAK KNOLL, 71--LOS ANGELES-PASADENA VIA SHORT LINE. After 7:00PM and all day Sunday all of these lines travel inbound via Los Angeles St., Seventh St. and Spring to the new station, and out via Main and Macy Sts.

MEETING NOTICE

The November meeting of the United Transit Boosters will be held on Sunday, November 10, 1963 and will be convened at 7:30PM in the residence of member Lewis F. Swanson, located at 10909 Freeman Ave. in Inglewood Calif. To reach the meeting by transit take a southbound Line 5 LAMTA coach on Broadway in downtown L. A. and ride to Lennox and Hawthorne. After disembarking, walk three blocks east to Freeman, and then south to 10909, which is second house in on property. (see map)



EXCURSION LITERATURE AVAILABLE:

Handouts that remain as surplus from UTB fantrips are now available to members and others who were unable to attend trips. Literature available is listed below with its prices.

- Bakersfield Municipal Transit System (G. E. Squier trip) Literature only--10¢
- Oceanside Transportation System Literature--10¢ Route map and schedule--15¢
- San Francisco Municipal Railway Literature--10¢ Overhead system map--15¢