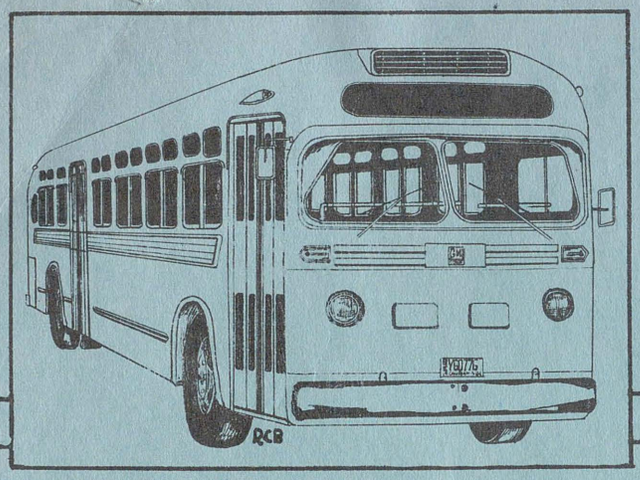



# THE BOOSTER

Monthly Publication of The United Transit Boosters

*"Dedicated to Better Transit"*

Vol. 2, No. 7 July, 1964


# THE SAN-BERNARDINO TRANSIT STORY

Public transportation history in San Bernardino dates back to 1902, when the SAN BERNARDINO VALLEY TRACTION COMPANY opened its first street car line, from San Bernardino to Arrowhead Springs, in Feburary of that year. Other SBVTCo lines went to Colton and Highland-Patton. With "The Great Merger" of 1912, PACIFIC ELECTRIC RAILWAY took over all electric railway operations in the San Bernardino Valley area, as it did all electric lines in the entire Los Angeles Metropolitan area, except for the local lines in Los Angeles "proper", which were quite extensive in that area, that were operated by the LOS ANGELES RAILWAY.

Under PERy operation, in June, 1914, San Bernardino was connected to Los Angeles by a high-speed interurban line. This line was eventually extended through S. B. to Redlands. Between Rialto, a town several miles west of S. B., a cut-off rail line was built to Riverside.

As one might well guess, street car service for San Bernardino eventually came to an end. Economics forced PE to eventually cease operations of their rail lines, altogether, or to convert them to the lesser expensive motor coach operation. The LOS ANGELES-SAN BERNARDINO main line was converted to motor coach operation in November, 1941. The line to Highland-Patton was abandoned in 1936, and was eventually taken over by the HIGHLAND-PATTON BUS LINE. Through RIVERSIDE-SAN BERNARDINO via Colton service was retained by PE, for motor coach operation, as was SAN BERNARDINO-REDLANDS service. The RIALTO-RIVERSIDE via Bloomington line was discontinued in 1940; portions of this line were eventually replaced by LEE'S AUTO STAGES line between San Bernardino, Rialto and Bloomington.

PE's COLTON Line was abandoned to passenger operations on Feb. 22, 1942. This line was taken over by a bus operator, who eventually became the largest operation in the San Bernardino area, the SAN BERNARDINO VALLEY TRANSIT COMPANY. In a letter to your editor, dated December 11, 1957, RICHARD J. GLASSCOCK, then president of SBVTCo wrote as follows:

"Our company commenced serving the cities of San Bernardino and Colton, California, with buses on February 22, 1942, with one line approximately 8 miles in length, replacing a street car service which for more than 25 years had been operated by Pacific Electric Railway

# U.T.B. Meeting Notice - Club News

The August regular meeting of the UNITED TRANSIT BOOSTERS will be held in the studio-auditorium of the Gary-Knause Apartments, which is located at 245 South Lucas Ave. in Los Angeles. It will be held on Sunday evening, August 08, 1964, and will be convened at 7:30 PM. To reach the meeting by public transportation, board a LAMTA Line 4--MELROSE AVENUE coach northbound on Hill St. in downtown Los Angeles; ride to Third and Lucas; disembark, then walk one block north to Miramar. The building in which the meeting will be held is located on the northwest corner of Miramar and Lucas.

NEW MEMBERS:
A hearty Welcome Aboard to two new members, WILLIAM S. BILLINGS, No. 33, and ERNEST HELD, No. 34, who were accepted into membership at the July meeting. Both members are residents of the San Francisco Bay Area. Mr. Billings is General Manager of EASTSHORE LINES and BAYSHORE TRANSIT LINES; Mr. Held is employed by PEERLESS STAGES SYSTEM.

SPECIAL TRANSITIANA SALE!!!
Through the courtesy of the AMERICAN INTERNATIONAL BUS EXCHANGE the UNITED TRANSIT BOOSTERS is able to present for sale the following items from the now defunct GLENDALE CITY LINES. UTB will receive 25% of the proceeds of the sale of these items.
(1) Hat badges $1.00 each
(2) (Transfer)Punches $2.50 each
(3) Bus Stop Signs (mint cond) $1.00 ea.
(4) Time Table (public) Cards $.10 ea.
(5) Transfers and school tickets:
(a) Burbank-E. Glenoaks & Alameda-Rosmoyne (Orange-Out) form GT-1, 25¢, book 100
(b) " " " " (White-In) form GT-3, 25¢, book 100
(c) Atwater-E. Broadway (Green-Out) form GT-1, 25¢ for book of 100
(d) " " (Brown-In) Form GT-3, 25¢ for book of 100
(d) Victory-E. Colroado (Pink-Out) Form GT-1, 25¢ for book of 100
(e) " " (Yellow-In) Form GT-3, 25¢ for book of 100
(f) 40 Ride school ticket, Form GT-4, 25¢ ea. (g) 29¢ cash fare ticket GT-6C 25¢ book of 50. (h) 34¢ cash fare ticket GT-6C, book/50, 25¢ ea. (i) Token & 12¢ ticket, GT-6T, book/50, 25¢ ea. (j) Fare reciept (17-24-31-38-45-52¢) GT-7 book/50 & dup, 25¢ ea. (k) 23¢ cash fare, GT-9C book/50, 25¢ ea. (l) Token & 6¢ fare, GT-9T book/50, 25¢ ea. Items may be inspected at editorial address or at UTB meetings. Mail purchasers should include the following for postage & handling: Items 1, 2, 3 & 4-25¢ each; 5a-5e-10¢ each; 5f-5l-5¢ each. Sets of 5-a-5-l, one transfer/ticket of each--25¢ per set. Details from G. L. Squier

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THE SAN BERNARDINO TRANSIT STORY (CONTINUED):

Company.

"The present system is the result of the extension and re-routing of the original line, as well as the acquisition and merger of the operating rights of four other companies, and subsequent extension and re-routing of these operative rights. Operations have at all times been based upon Certificates of Public Convenience and Necessity authorized from time to time by California Public Utilities Commission. At no time has our company held a so-called franchise from either of the cities served.

"Our original operations required 7 buses, five of which were 25 passenger capacity and two of which were 27 passenger capacity. The original fares were 6¢ with tokens at 20 for $1.00 for a single zone ride and 10¢ with tokens at 9 for $1.00 for a two zone ride.

"We now (12/11/57) own and operate 37 buses. These consist of 21 Ford Transit, 27 passenger, 1942 and 1946 vehicles; 9-1947 GMC Diesel Hydraulic, 32 passenger; 2-1948 GMC Diesel Hydraulic, 36 passenger and 5-1941 and 1943 GMC Diesel Hydraulic, 41 passenger vehicles. Present fares are 15¢ with tokens at 7 for $1.00 for a single zone ride; 20¢ or one single token plus 5¢ for a two zone ride; and 25¢ or a token plus 10¢ for a three zone ride. School rates were established about five years ago and they remain 36 rides for $3.00 (8.33¢) for one zone; 36 rides for $4.50 (12.5¢) for two zones and 36 rides for $6.00 (16.67¢) for three zones. At all times free transfers have been issued on all types of fares.

"On February 22, 1942 our drivers received 60¢ per hour with no provision for overtime. Our present top rate is $1.83 per hour with a full range of overtime and fringe provisions, except pension."

Unfortunately, very little is known about the development of the four other bus companies mentioned in Mr. Glasscock's letter. It has been established that PACIFIC CITY LINES (NATIONAL CITY LINES Western Division) owned a company named SAN BERNARDINO CITY LINES, in 1942. It is theorized that perhaps PE developed some San Bernardino Local bus lines, and that NCL bought them out in the 1940-41 era, when they also purchased PE's local operations in Glendale, Pasadena, Long Beach and Riverside. This, however, is only a theory, and has not been substantiated.

In 1957, SBVTCo operated seven full-time lines, on an average 30 minute headway, plus another special service line to the grounds of the orange show These lines were: 1--COLTON-MT. VIEW, 2--SHANDIN HILLS-NORTON AIR BASE, 3--MUSCOY-42nd & KENDALL, 4--MUSCOTT & BASELINE, 5--HIGHLAND SQUARE-SOUTH WATERMAN, 6--GRANT & BUNKER HILL-VALENCIA, 7--EAST HIGHLAND-VICTORIA ST., and the special 8--ORANGE SHOW service.

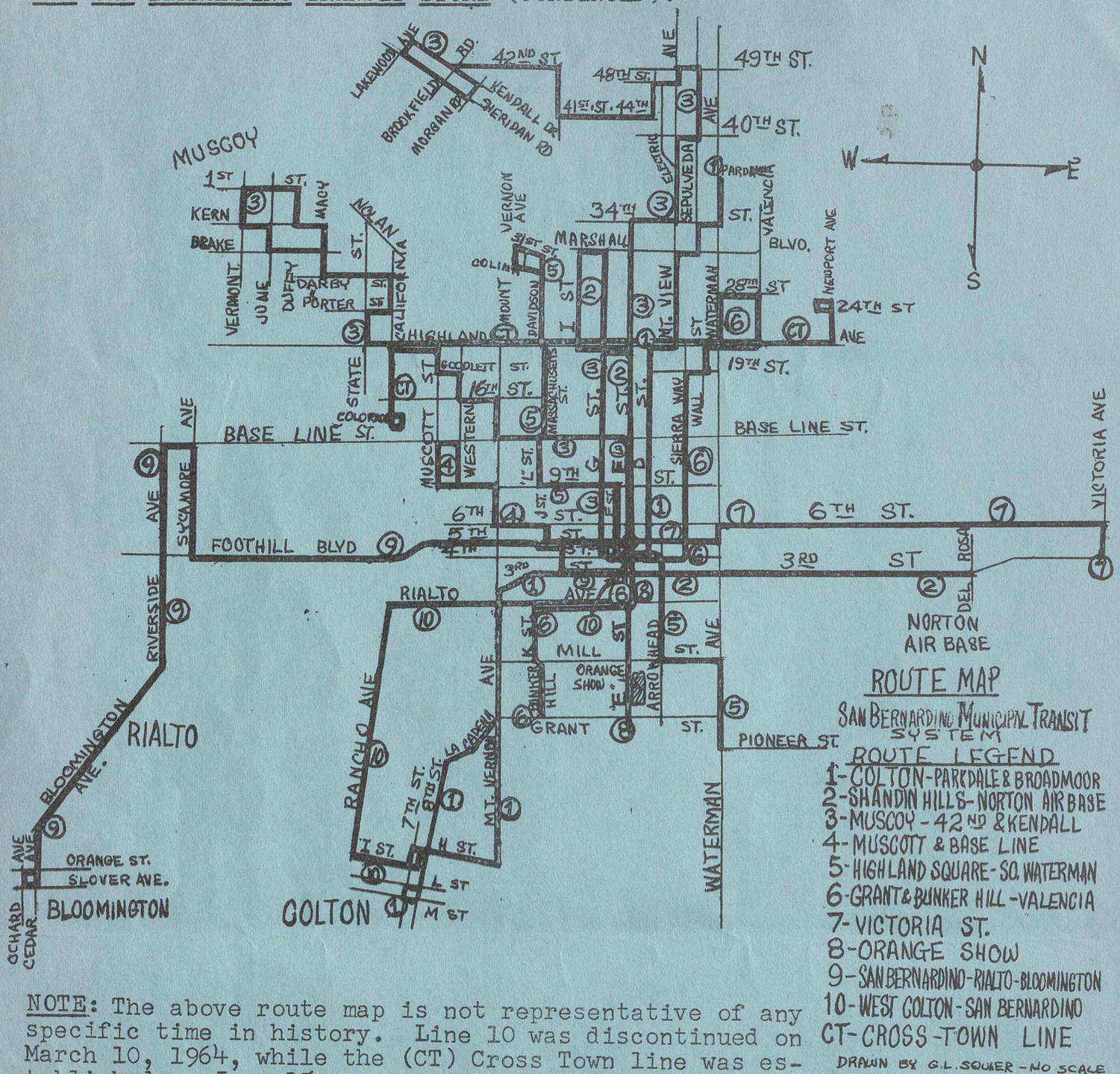
By 1961, SBVTCo was in bad financial condition, and was on the verge of ceasing operations when the City of San Bernardino bought them out, in July of that year. For $127,000 the City purchased 31 motor coaches and the spare parts, shops, office and yard facilities at 256 Arrowhead Ave.; at this time SBVTCo's 38 employees became city employees. The City of San Bernardino began operating the lines under the name of SAN BERNARDINO MUNICIPAL TRANSIT SYSTEM, in July 1961, and has since moved the shops/yards/office facilities to their present location at 183 South "G" St., about a mile from downtown.

SAN BERNARDINO MUNICIPAL TRANSIT SYSTEM:

Fare Structure:

Basic Fare -- 20¢
Zones -- 5¢
Tickets -- 95¢ for 5, each worth a one zone fare
School Children
-- 36 tickets for $3.60
Transfers -- F[illegible]

THE SAN BERNARDINO TRANSIT STORY (CONTINUED):




ROUTE MAP
SAN BERNARDINO MUNICIPAL TRANSIT SYSTEM

ROUTE LEGEND
1-COLTON-PARKDALE & BROADMOOR
2-SHANDIN HILLS-NORTON AIR BASE
3-MUSCOY-42ND & KENDALL
4-MUSCOTT & BASE LINE
5-HIGHLAND SQUARE-SO. WATERMAN
6-GRANT & BUNKER HILL-VALENCIA
7-VICTORIA ST.
8-ORANGE SHOW
9-SAN BERNARDINO-RIALTO-BLOOMINGTON
10-WEST COLTON-SAN BERNARDINO
CT-CROSS-TOWN LINE

DRAWN BY G.L. SQUIER - NO SCALE

NOTE: The above route map is not representative of any specific time in history. Line 10 was discontinued on March 10, 1964, while the (CT) Cross Town line was established on June 15.

Present SBMTS routes are recognizable, in some cases, historically. For instance, the Colton end of the 1 line is the old PE rail route, service on the 7 line out 6th St. is along the former Highland-Patton PE rail route. The 9 line is recognizable as the former LEE'S AUTO STAGES route. The (CT) CROSS TOWN line is a new line, inaugurated on June 15, 1964, it is operating for a 90 day trial period (until at least September 11) between the hours of 8:00AM and 4:00PM on an hourly headway.

OPERATIONS: On June 10, 1963, Line 10--COLTON-SAN BERNARDINO was established to tap the new residential areas northwest of Colton. Expectations for the line were good, but unfortunately, the results of the operation were very

THE SAN BERNARDINO TRANSIT STORY (CONTINUED):

disappointing; on March 10, 1964, the line was discontinued. This line, being outside S. B. City Limits could be eliminated, but all lines inside the city limits must be retained, at least to their routes.

On September 11, 1963, night and Sunday service was reinstated on lines 1, 2 and 4 (it had been eliminated by SBVTCo in 1959). After a six month trial, night service carried an average of one rider per trip, although Sunday service did fairly well. April 13, 1964, saw the elimination again, and possibly for ever, of all night service; the Sunday service, however, has been retained, on previous schedules.

SAN BERNARDINO MUNICIPAL TRANSIT SYSTEM--CURRENT ROSTER OF EQUIPMENT:

| Coach Number | Builder | Model Number | Serial Number | Year | Notes, Comments and Remarks |
|---|---|---|---|---|---|
| 300 | G. M. C. | TGH-3102 | 1367 | 1961 | Purchased new by SBMTS--Have |
| 301 | G. M. C. | TGH-3102 | 1368 | 1961 | " " " " tinted |
| 302 | G. M. C. | TGH-3102 | 1369 | 1961 | " " " " standee |
| 303 | G. M. C. | TGH-3102 | 1370 | 1961 | " " " " windows |
| 304 | G. M. C. | TGH-3101 | 495 | 1951 | Ex Lee's Auto Stages No. 8, Acquired December, 1961 |
| 400 | G. M. C. | TDH-3207 | 289 | 1947 | Purchased new by SBVTCo. |
| 401 | G. M. C. | TDH-3207 | 290 | 1947 | " " " " |
| 402 | G. M. C. | TDH-3207 | 288 | 1947 | " " " " |
| 403 | G. M. C. | TDH-3207 | 282 | 1947 | " " " " |
| 404 | G. M. C. | TDH-3207 | 283 | 1947 | " " " " |
| 405 | G. M. C. | TDH-3207 | 286 | 1947 | " " " " |
| 406 | G. M. C. | TDH-3207 | 287 | 1947 | " " " " |
| 407 | G. M. C. | TDH-3207 | 284 | 1947 | " " " " |
| 408 | G. M. C. | TDH-3207 | 285 | 1947 | " " " " |
| 500 | G. M. C. | TDH-3610 | 1551 | 1948 | Purchased new by SBVTCo. |
| 501 | G. M. C. | TDH-3610 | 1552 | 1948 | " " " " |
| 502 | Yellow | TD-3602 | 022 | 1940 | Ex Sacramento City Lines 5679 |
| 503 | Yellow | TD-3602 | 019 | 1940 | Ex Sacramento City Lines 5676 |
| 504 | G. M. C. | TDH-3612 | 131 | 1949 | Ex Bakersfield Muni. Tran. 101 |
| 505 | G. M. C. | TDH-3612 | 132 | 1949 | Ex Bakersfield Muni. Tran. 102 |
| 700 | Yellow | TD-4001 | 157 | 1940 | Ex San Diego Transit System |
| 701 | Yellow | TD-4001 | 121 | 1940 | " " " " " |
| 702 | Yellow | TD-4005 | 053 | 1941 | " " " " " |
| 703 | Yellow | TD-4005 | 049 | 1941 | " " " " " |
| 704 | Yellow | TD-4005 | 061 | 1941 | " " " " " |
| 705 | Yellow | TD-4505 | 244 | 1942 | Ex Riverside City Lines 5645 |
| 706 | Yellow | TD-4001 | 122 | 1940 | Ex SDTS via Fresno City Lines |
| 707 | Yellow | TD-4001 | 124 | 1940 | " " " " " " |
| 708 | Yellow | TD-4001 | 156 | 1940 | " " " " " " |
| 709 | Yellow | TD-4001 | 158 | 1940 | " " " " " " |
| 710 | Yellow | TD-4005 | 056 | 1941 | Ex SDTS via Riverside City Lines |
| 711 | Yellow | TD-4005 | 051 | 1941 | " " " " " " |

It is interesting to note that SBMTS is one of the few California transit operations of its size without a GM "Fishbowl" or even an air-ride coach. Although passengers may not be too happy with this fact, transit enthusiasts will be happy to learn of the continued operation of these coaches, that have features more to the liking of the practical minded individual.

THE SAN BERNARDINO TRANSIT STORY (CONTINUED):

SAN BERNARDINO MUNICIPAL TRANSIT SYSTEM--COACH ASSIGNMENTS: (April 13, 1964)

| Line | Morning | Base | Afternoon | Coach type | Model Number |
|---|---|---|---|---|---|
| 1--COLTON-PARKDALE & BROADMOOR | 4 | 4 | 4 | 400 | TDH-3207 |
| 2--SHANDIN HILLS-NORTON AIR BASE | 2 | 1 | 2 | 400 | TDH-3207 |
| 3--MUSCOY-42nd & KENDALL | 4 | 2 | 4 | 500 | TDH-3602, 3610, 3612 |
| | | | | 700 | TD-4001, 4005 |
| 4--MUSCOTT & BASELINE | 2 | 2 (A) | 2 | 300 | TGH-3101, 3102 |
| 5--HIGHLAND SQUARE-SOUTH WATERMAN | 2 | 1 (B) | 2 | 400 | TDH-3207 |
| 6--GRANT & BUNKER HILL-VALENCIA | 2 | 0 | 2 | 300 | TGH-3101, 3102 |
| 7--VICTORIA STREET | 1 | 1 | 1 | 300 | TGH-3101, 3102 |
| 8--ORANGE SHOW | SPECIAL OPERATION ONLY | | | | |
| 9--SAN BERNARDINO-RIALTO-BLOOMINGTON | 1 | 1 | 1 | 300 | TGH-3101, 3102 |
| | | | | 700 | TD-4001, 4005 |
| TOTALS | 18 | 12 | 18 | | |

Notes: A-One coach also serves Valencia branch of line 6, and the other also serves the Shandin Hills branch of line 2.
B-This coach also serves the Bunker Hill branch of line 6

SAN BERNARDINO MUNICIPAL TRANSIT SYSTEM--SERVICE TABLE: (April 13, 1964)

| Line | Weekday Base | Weekday Peak | Sat. | Sun. | Nites |
|---|---|---|---|---|---|
| 1--COLTON-PARKDALE & BROADMOOR | 20/40 | 20/40 | 20/40 | 40/80 | --- |
| 2--SHANDIN HILLS-NORTON AIR BASE | 30/60 | 30 | 30/60 | 60 | --- |
| 3--MUSCOY-42nd & KENDALL | 60 | 30 | 60 | --- | --- |
| 4--MUSCOTT & BASELINE | 30 | 15 | 30 | 30 | --- |
| 5--HIGHLAND SQUARE-SOUTH WATERMAN | 60/120 | 30/60 | 60/120 | --- | --- |
| 6--GRANT & BUNKER HILL-VALENCIA | 60/120 | 30 | 60/120 | --- | --- |
| 7--VICTORIA STREET | 120 | 120 | 120 | --- | --- |
| 8--ORANGE SHOW--SPECIAL SERVICE | N O T S C H E D U L E D | | | | |
| 9--SAN BERNARDINO-RIALTO-BLOOMINGTON | 60 | 60 | 60 | --- | --- |

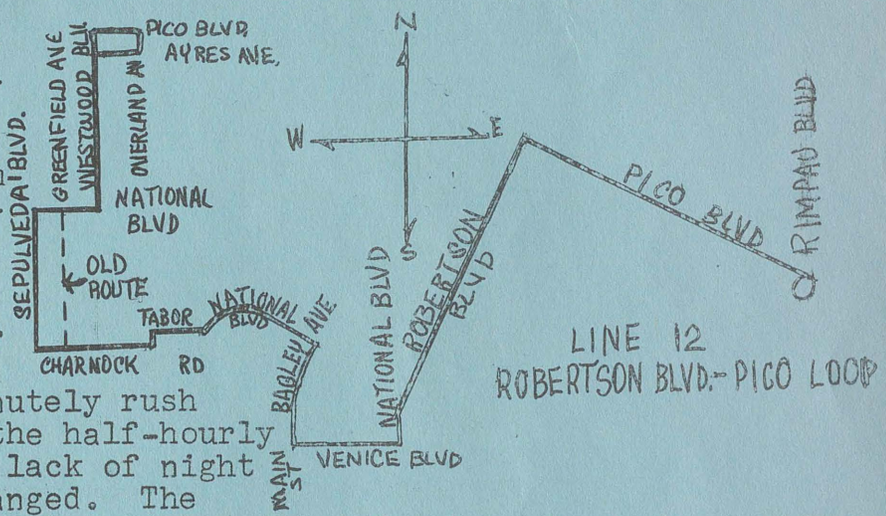
CONCLUSION: We now end the present study of S. B. transit operations. We have only scratched the surface of a very interesting subject. We wish to acknowledge the cooperation of SBMTS Superintendent, FRANK K. KING. We wish Mr. King, and the S. B. City Fathers much success in their future operations.

# California Capitulations

By Warren F. Quon

PASADENA CITY LINES: Referring various changes in the Line 6 schedules, mentioned here last month (TB-6/64) they were again changed on April 20th. In the third schedule change since April 1st, PCL reissued the April 1st schedule, but stamped it "April 21, 1964." PCL also cut out one more trip to the south terminal, by blotting it out with blue ink. Line 6--SOUTH LOS ROBLES-LA CANADA, and Line 4--LOS ROBLES-WEST CALIFORNIA use PCL's oldest equipment during the rush hours--1941 era Yellow Coach 36 seat TD-3602's, of which class, there are only four coaches left: 8607, 8612, 8614 and 8615. These buses are the last PCL cars in the old NCL Fruit Salad paint scheme. Lines 4 and 6 normally use 1947 era 36 seat TDH-3610's for all base and non-rush service.

SANTA MONICA MUNICIPAL BUS LINES: On March 30th, SMMBL slightly re-routed its Line 12-PICO LOOP-ROBERTSON BLVD. The route now leaves the Pico and Westwood terminal, via Westwood Blvd., National Blvd, and then, instead of turning down Greenfield Ave., it goes four blocks further west to Sepulveda, and thence via regular route. Schedules of 40 minutely base service (shuttle) and 30 minutely rush hour through service as well as the half-hourly Saturday shuttle service and the lack of night and Sunday service, remains unchanged. The form of the schedule, however, has been changed completely. Instead of the normal black ink on yellow paper, and a street by street route description. The new schedule is printed with black ink on blue paper, and an easier to understand route description--namely a map! Also, reference to one of the terminals as "Pico Car Line" (as in streetcar days) is now simply "Pico and Rimpau." UTB member, Lazear Isreal, notes that on SMMBL's latest order of buses, which are GMC TDH-5303's (5327-5336) have destination signs reading LOS ANGELES PICO & RIMPAU instead of LOS ANGELES PICO CAR LINE Of course we would have preferred that SMMBL, in "keeping up with the times" would have called it "Pico Bus Line!"




A recent visit to SMMBL's garage and yard revealed that six of the 12 44 seat 1144D White transit coaches (701-712), which were retired early last year, are still there. Buses 4502 and 4503, 1955 GMC TDH-4512's are now surplus, and have had destination signs removed. Presumably, the older TDH-4512's or low 4501 series will be retired in the near future, with the purchase of more fishbowls, and may be purchased by other California operators. CULVER CITY MUNICIPAL BUS LINES, OCEANSIDE TRANSPORTATION SYSTEM, POMONA BUS LINES and BAKERSFIELD MUNICIPAL TRANSIT SYSTEM all are now operating GMC TDH-3714's, purchased from SMMBL, and formerly in the 101-126 series.

TERMINAL ISLAND TRANSIT COMPANY: By April, TITCo had repainted buses 600, a Flxible-Twin F2DD-35, with 44 seats, and 720, a Mack C-49DT, with 48 hard plastic seats, in a modified blue paint job. The new scheme consists of a dark blue body, with a light blue roof, and broad silver stripe. The old

CALIFORNIA CAPITULATIONS--TERMINAL ISLAND TRANSIT CO. (CONTINUED):

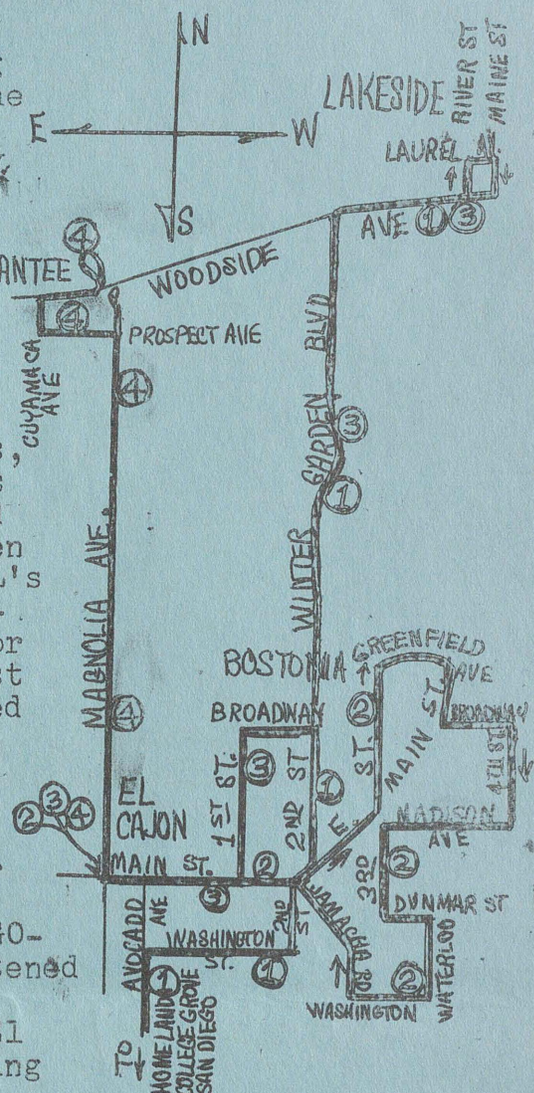
scheme was dark blue only up to the belt line, and light blue above, separated by a slimmer silver stripe. The insides of 600 and 720 remain untouched.

In May, TITCo applied for a fare raise. If granted, the 20¢ basic fare would go up a nickel to 25¢, making the through Long Beach to San Pedro tariff (with a 10¢ zone) 35¢ instead of 30¢.

SAN DIEGO ECONOMY LINE On March 2nd, SDEL cut service on Line 4--EL CAJON-SANTEE by eliminating the two morning trips completely, leaving only the two afternoon trips departing from El Cajon at 1:00 and 3:40PM, as the only Monday thru Saturday service to Santee. No new schedule was issued, instead, the schedule effective May 27, 1963 was altered by bloting-out the two trips, that were cut out, with black ink.

SDEL's El Cajon Valley service was abandoned at 6:10PM on Friday, May 22, 1964. Gone forever are Line 2--EL CAJON-OLIVE HILLS (East Valley Loop), Line 3--EL CAJON-LAKESIDE, and Line 4--EL CAJON-SANTEE. One bus served all three routes, despite the large area covered. The last bus was SDEL's No. 77, GMC's TD-4007381, with 68 year-old EDWARD T. (POP) GARY at the wheel. "POP" had been driving buses since 1915. As he pulled into SDEL's new Lakeside garage, "POP" operated his last regular run; he will continue as a standby driver for SDEL. UTB member, Bill Wootton was among the last passengers, as the 77 pulled-in to Lakeside, noted that total revenue for the day was $20.45, which Bill terms "a very good day." The high revenue was caused by the fact that the people were "out in force", compared to normal loads, to take their last ride on public transportation in their part of El Cajon.

SDEL's only service, now, is Line 1--SAN DIEGO-HOMELAND-EL CAJON-LAKESIDE, which is being threatened by a SAN DIEGO TRANSIT SYSTEM petition to extend their Line E--SAN DIEGO-EL CAJON to 2nd St., in El Cajon, draining off SDEL business there. A hearing was held on June 23rd, at which SDEL opposed the application, as they were, and still are unfairly restricted from taking any possible SDTS traffic in El Cajon. If SDTS does extend Line E, this action will ruin SDEL's Second St. El Cajon traffic.




SAN DIEGO ECONOMY LINES
ROUTE MAP
EL CAJON VALLEY LINES
①-SAN DIEGO-EL CAJON-LAKESIDE
②-OLIVE HILLS-ELLEN LANE PK.
(EAST VALLEY LOOP)
③- EL CAJON-LAKESIDE
④- EL CAJON-SANTEE

GARDENA MUNICIPAL BUS LINES: On May 31st, GMBL made some minor service cuts.

Line 2--WESTERN-VERMONT LOCAL: Cut last trip from Gardena at 12:00AM, to 120th & Vermont, via Western Ave., returning at 12:20AM, on a daily basis. The last trip from Gardena is not at 10:40PM from Gardena, and 11:10PM from 120th & Vermont. After 7:00PM, direct connections are made, about every hour, with Line 1--LOS ANGELES-GARDENA in both directions.

CALIFORNIA CAPITULATIONS--GARDENA MUNICIPAL BUS LINES (CONTINUED):

Line 3--GARDENA-COMPTON: Last weekday trip, leaving Compton at 9:25 PM was eliminated; last trip is now 8:30PM. On Saturday nights, the last trip is at 8:00PM; on Sunday, it's at 5:34PM. No new schedule was issued, as the trip cut was simply "inked over" on the old schedule.

Line 4--GARDENA-HARBOR CITY, which loops between those two cities, one way via Western Ave., returning via Normandie Ave. (and visa-versa) is GMBL's lightest line, and has GMBL's smallest buses assigned to it, GMC TGH-3101, No. 50 or TGH-3102's Nos. 51-54. Line 4 operates only one bus, on a rough 110 minute headway. It doesn't run on Saturdays, Sundays or Holidays; even when it does run, it caries almost no one. GMBL changed this situation, slightly, by eliminating all midday service between 10:07AM and 3:04PM, making Line 4 a rush-hours-only operation.

TORRANCE MUNICIPAL BUS LINES: In April, TMBL repainted bus No. 338, GMC's TGH-31021116, in the new paint scheme of light metallic brown and white roof and lower sides. This paint scheme is patterned after that of TMBL's new TDH-4519's, Nos. 340 and 341, which TMBL got in about January. As of June, 338 was the only repainted bus, and looks quite nice, compared to its sisters. Bus No. 334, GMC's TDH-45121183, had its rear stop lights/turn signals changed, recently. The lights, being of the "square" or "arrow" type, (similar to those on LAMTA's 2701-2889 and 2900-2934 series coaches) were replaced with two large "bullseye" lights, similar in appearance to those found on model SDM/SDH-4502, 5302 and TDH/TDM-4518, 4519, 5303 and 5304 new look transit coaches. Directly below these two lights are two equally large stop lights.

CALIFORNIA BUS LINES: CBL, which is, or has been known as CALIFORNIA COACH LINES, has repainted bus No. 15, GMC's TDM-4515270, built in 1956, to match bus No. 22 (TDM-4515082), formerly LAMTA's No. 2010. The new scheme consists of green and white, instead of brown and white.

HEMET BUS LINES: HBL is now using an airconditioned Mercedes Benz 15 seat bus, No. 4, on the RIVERSIDE-PERRIS-SUN CITY-HEMET Line. It is painted blue and white, and bears a resemblance to another "made in Germany"product which may more commonly be seen, the Volkswagen Micro Bus, but it is slightly larger.

On May 1st, HBL reduced service on the RIVERSIDE-HEMET VIA SUN CITY Line from two round trips daily, except Sundays, to one round trip on Monday, Wednesday and Friday, a tri-weekly schedule, leaving Hemet at 9:45AM, and returning from Riverside at 1:45PM. On June 14, it was necessary to change times slightly, on HBL schedules, because of changes in LAMTA Line 60 schedules to and from Los Angeles. Line 60 schedules were revised on that date, but were not put into effect, because of the delay caused by the LAMTA strike.

NORTH GATE TRANSIT LINES: NGTL bus carried posters in May, opposing a proposed extension of SAN FRANCISCO MUNICIPAL RAILWAY routes further south into Daly City. Daly City civic leaders have urged the extension, because of complaints on the quality and quantity of NGTL service. SFMRy advised Daly City that it would need a subsidy for the extended service. Present SFMRy Daly City service consists of Line 14--MISSION LIMITED rush hour motor coach service, and Line 14--MISSION local trolley coach service, both of which terminate in the northern portion of Daly City. Passengers traveling further south, must transfer (without benefit of any paper forms) to NGTL's fleet of

CALIFORNIA CAPITULATIONS--NORTH GATE TRANSIT LINES (CONTINUED):

school-type buses. Naturally, NGTL is reluctant to give up its profitable lines to SFMRy. The outcome of this situation, will probably depend on whether Daly City residents want SFMRy serivce bad enough to support it by using it and paying taxes for it.

SANTA BARBARA TRANSIT COMPANY: SBTC won an interim fare increase on June 10th, after describing its financial situation as "desperate." The Company lost $17,000 in 1963, and $8,856 in the first quarter of 1964. The fare increase was from 20¢ to 25¢; tokens @ 5/$1.00 to 3/70¢. GAYLORD SPREITZ, co-owner of SBTC, said that even with the fare raise, revenues have declined. On July 3rd, he disclosed that officials of the AMERICAN TRANSIT CORPORATION (the same one that owns SOUTH COAST TRANSIT CORP. in Santa Ana and METROPOLITAN TRANSIT CORP., in Seattle, not to mention 30 other companies) expressed an interest in purchasing SBTC. SBTC currently operates about 15 buses of Marmon-Harrington, GM Coach and Mack manufacture, on city routes and inter-urban lines to Goleta and Carpenteria, as well as local school bus service with conventional school buses. Although no definite plans have been laid, some ATC officials, from the St. Louis headquarters, are to make an inspection tour of the SBTC property, sometime this month. If they like what they see, WE may see metallic green buses running by the "Queen Mission." On July 9th, GAYLORD SPREITZ explained to this writer that the original report of the possible sale to ATC, was made by an over-anxious local reporter for the Los Angeles Times, and that he had not yet met with any ATC people, but is willing to sell, under the proper terms. He also explained that he felt that the reason for the decline in revenue, following the fare raise, was due to people buying tokens at the old rate, and/or hoarding them.

On February 24, SBTC cut out the four daily except Sundays trips that were instituted on September 16, 1963, when Line 6--GOLETA was extended to El Encanto (TB-11/63). Line 6 uses two Mack C-41GT coaches, with GM 6-71 diesel engines, that came from LONG BEACH PUBLIC TRANSPORTATION CO. The two coaches are No. 204 (LBPTCo 7104, C-41GT-1804) and No. 205 (LBPTCo 7105, C-41GT-1805), and still retain their their pale green NCL paint jobs. SBTC now has four different green paint jobs: two are of two-tone green, another of two-tone green and white, the last is on the ex-VEGAS TRANSIT Marmons, which still retain VT's green and white scheme.

Marmon No. 211 is being used for parts; the Macks and most of the other Marmons are diesel powered, the Jimmies and some of the Marmons are gas powered.

SAN DIEGO TRANSIT SYSTEM: SDTS, always quick to put into effect good "passenger saving" ideas, especially when proved successful by others, inaugurated two borrowed ideas. SDTS now distributes timetables, to persons phoning for them, in person immediately, whenever possible, by a supervisor in a radio equipped car. This has drawn such favorable comments from patrons as "amazed" and "surprized". This idea was taken from SANTA MONICA MUNICIPAL BUS LINES, who originated such a timetable distribution plan. The other idea was borrowed from A. C. TRANSIT, in Oakland, was to institute, on a 122 day trial basis, a Downtown Shop-A-Round Pass. The pass is sold for the regular 30¢ (no tokens) adult and 15¢ childern fares. It allows up to ten rides in the area bounded by 12th Ave., Market St., Cedar St. and Harbor Dr.; it is also good for the ride home, in zones 1 and 2, if used before 3:00PM. This plan, which reduces the need for a reduced fare "shopper shuttle" bus, as it covers the entire length of SDTS Line 10--CIVIC CENTER. The Shop-A-Round plan was put into effect on June 22nd. On that date, hours of service on Line 10, were changed from 15 minutely between 9:05AM and 3:50PM to 11:50AM and 1:35PM, on the same headway, to provide transportation primarily for

CALIFORNIA CAPITULATIONS--SAN DIEGO TRANSIT SYSTEM (CONTINUED):

Civic Center workers, during their lunch hour, the heaviest period on the former 10 line schedule, and provide service, as before, to the El Cortez Hotel (three trips only.) Line 10 uses two especially painted GMC TDH-4509's Nos. 997 and 998.

On June 21st, SDTS put into effect the following service changes, mostly reductions:

Line 2--30TH-ADAMS: Monday thru Friday, first round trip leaving 30th & Adams 4:30AM and downtown at 5:00AM was eliminated; times are now 5:10AM (5:15 Sat.) and 5:25AM (5:50 Sat.) respectively.

Line 7--UNIVERSITY: SDTS's heaviest line had one AM rush-hour trip to La Mesa and one PM rush-hour trip to 48th & University eliminated. On Saturday mornings, before 9:00AM, four round trips to 48th & University were cut out, spreading the schedule from a 10-25 minute headway, to a 15-35 minute headway, before assuming its (Line 7) base headway of 10 minutely to 48th St. and half hourly to La Mesa. On Sunday: two short periods of ten minute operation between 12:45AM and 1:45PM and between 4:30PM and 5:30 PM from Downtown to 48th & University, were changed to the normal 15 minute service, saving two trips in each direction.

Line L--POINT LOMA: Having recently had a special 10¢ fare put into effect for the convenience of Navy and civilian personnel within Fort Rosecrans (a restricted area for non-military transit fans) to attract additional business at no additional cost, has, thanks to increased Naval business, increased its Saturday night one-way shuttle service from the Plaza to Lowell & Rosecrans. The number of shuttle trips was changed from 3 to 15, from 9:48 PM to 3:40AM, providing some 15 minute service. (Normal base service on Line L is half-hourly; regular thru night service is provided hourly.) On Sunday nights, the shuttle was increased from 5 to 13 trips, between 9:45PM and 2:10AM. Besides the buses required for the regular service, two are needed for the shuttle service.

Line R--LA JOLLA: Being the "Beach Line" Line R, in the past, has always had improved summer schedules. SDTS revised this policy, this year, making the headways worse, by cutting weekday base of 22-23 and weekend of 20 minute headways to 25 minutely, seven days a week! Extensive rush hour cuts in headways of 10-15 minutely to 15-22 minutely were also made.

Line V--LINDA VISTA-CHULA VISTA: Thanks to a new terminal for Naval personnel at 32nd & Harbor, Line V's patronage has been boosted from a low of about 440 passengers daily, by over 1000 sailors on weekends. As a result, Line V shuttle service was improved between downtown and 32nd & Harbor. 16, instead of 14 one-way shuttles are now operated inbound between 3:32PM and 6:42PM on weekdays; there are now 30, instead of 14 inbound shuttles on Saturday, between 9:02AM and 2:32PM, providing a 10, instead of a 15 minute service into town. Thru Line V service is half-hourly. One-way outbound shuttle trips are provided for sailors starting at 4th Ave. and "E" St. in downtown. This service goes past the Naval station to 8th & National in National City. On Saturday night, 27, instead of 6, outbound shuttles are operated between 9:25PM and 2:30AM, instead of the former half-hourly shuttle service, and hourly regular service to Chula Vista. On Sunday nights, 32, instead of 11, outbound shuttle trips are operated between 6:05PM and 3:30AM. Incidentally, Line V is the

CALIFORNIA CAPITULATIONS--SAN DIEGO TRANSIT SYSTEM (CONTINUED):

Line V--(Continued) SDTS line to have a "true" seven-days-a-week "owl" service. (Our standards for "owl" service requires that there not be any gap of more than two hours, in the same direction. Line V meets this requirement from downtown to National City, daily, although there is no owl service in the opposite direction. SDTS Line L meets our requirements on weekend nights only, when it has an extra early morning through trip, from the Plaza to the submarine base at about 3-4:00AM.

Within six months after issuing a spartan route map (black ink on white newsprint paper), SDTS has gone back to their attractive "green" route map. The latest edition bears the date "July, 1964" on the cover, and is brought up to date with all of the recent route changes, including the April 12th extension of Line 4 to connect with Line 11, on the west end plus the Line T service to Sea World. A change has been made, by showing ends of lines as a black dot, instead of a loop; more street names are now included in the new map. The list of places to see, on the back of the map, now includes a brief description of Sea World, and the "Where to catch a coach in Downtown" map has been revised. The very-out-of-date downtown map in the last issue has been corrected, but now the map doesn't indicate where buses stop.

The SDTS maintenance department recently was honored by the Pacific Employers Insurance Group, for working 150,000 man hours without a "lost time" accident. A special plaque was given to the shopmen.

The (California) State Toll Bridge Authority has approved a four-lane bridge, costing $30 million, to be built between San Diego and Coronado Island. If the Army and Navy approve the bridge, construction will begin in 18 months, and will be completed by 1968. Tolls will be 50¢ a car or 35¢ in 50-trip books. This bridge would spell "doom" for SDTS's Coronado Ferry, which is among the last ferries in the country. The bridge would be built from Crosby St. in San Diego to 4th St. in Coronado. Residents oppose the bridge, because it would destroy the beauty and atmosphere of Coronado.

The five GMC TDH-4509's, Nos. 937, 940, 951, 953 and 961, that were reported here (TB-4/64) as being sold to an unknown operator in Minneapolis, finally ended up on JEFFERSON LINES in Kansas City, Mo. JL, which is headquartered in Minneapolis, has renumbered the buses T-1 to T-5, in order, and is using them on a run from Kansas City to Liberty and Excelsior Springs, a 31 mile interurban trip. The buses have been repainted dark blue and white, divided at the belt line, but retain their SDTS interiors. The most striking modification to the buses was the addition of airconditioning. A Therm-King AC roof unit was installed, as were Michigan markers as was a short baggage rack above the interior front left seat.

In SDTS's "boiling pot" for service improvements is a new line connecting Mission Bay, Mission Valley Motels and the San Diego Zoo for the summer season. This hasn't happened, yet.

HIGHLAND-PATTON BUS LINE: H-PBL has recently purchased another bus, No. 24. It is a Twin Coach, model 41-S, and has a center door, unlike those of the late ASBURY RAPID TRANSIT SYSTEM's coaches of the same model. The 24 has been repainted in H-PBL's new paint scheme of yellow and white.

SANTA ANA BUS SERVICE: SABS, which provides city service in Santa Ana, in June, purchased 14 former LAMTA Mack C-45GT's. Besides the Macks, SABS's fleet consists of Nos. 201-206, 32 seat Marmon-Harringtons, and No. 103, a 32 seat Marmon for the Santa Ana-Garden Grove Bus Line. These Marmons were purchased second-hand in 1962 from Crown Coach Corp, who got them from LAMTA, via CROSS TOWN SUBURBAN BUS LINES, and who rebuilt them into like-new con-

CALIFORNIA CAPITULATIONS--SANTA ANA BUS SERVICE (CONTINUED):

dition, and replaced most of SABS's 27 seat Ford Transits. Another Marmon was purchased earlier this year. But getting back to the Macks, five were spotted in a SABS yard; all were still in the fruit salad NCL paint scheme, and had not yet been renumbered. From "Driver Talk" we learn that SABS also acquired M & W BUS LINES, an operation between Santa Ana and El Toro, a U. S. Marine Base. Recent observations at the M&WBL yard indicate that its Santa Ana yard was closed, and the fleet of White 798's moved to a lot near Orange. Also, M&WBL buses have been seen stored in a SABS yard in Santa Ana, which is near LAMTA's Santa Ana storage yard, better known as Division 22. SABS No. 206 has been seen on the M&W El Toro line. It is believed that the Macks may be used to replace the M&W Whites, which are falling to pieces, however, most of the Macks may be used for other purposes.

STOCKTON METROPOLITAN TRANSIT DISTRICT: SMTD had a bond issue up before the voters in the June 2nd election, which would enable the Transit District to purchase STOCKTON CITY LINES and LINCOLN BUS LINE. The outcome of the election is not known, yet. To enable the voters to see what public operation could mean, SMTD borrowed AC TRANSIT's brand new GMC TDH-4519, No. 750, on May 25th, while the Flxible Co. brought in its 38 passenger demonstrator coach, No. 9000 on May 27th.

SUBURBAN TRANSIT LINES--ALLEN TRANSPORTATION CO.: STL riders enjoyed the demonstration of Flxible coach No. 9000. Thanks to the kindness of CEDRIC V. WHITHORNE, the Flxible Cos. West Coast sales representative, we were treated to a short demonstration of the 9000, in Sacramento. We noted that the 9000 had a much smoother ride, due to the fact that lighter duty shock absorbers had been installed, allowing the air-ride bellows to smooth-out the bumps. Previously, the 9000 had the same big heavy shock absorbers that the big 50-seat "Acquariums" buses have. These were far too stiff for this light a coach, and did not allow the air suspension to function properly, giving a bumpy ride. When we rode the coach while it was being demonstrated for LAMTA, the ride was so bumpy, as compared with 1948 GMC's that rode better at the time, we were led to believe that the 9000 was not equipped with air-ride, but with steel suspension, and we wrote it up as such (TB-2/64). We noticed, when entering the bus, that the first three rows of cross seats, on the right side, had been replaced with the more comfortable Flxible made seats. The first row of seats, were orange and black "bucket" seats, which in our opinion are the most comfortable of the four types of seats to be found in the 9000. The second row of seats was a light green flat-back-cushion seat; the third, a dark blue cushion. The remaining 29 seats were a redish fiberglass seat, which we noticed were slightly scratched-up during the 9000's 24,000 miles. Mr. Whithorne observed our dislike for the "hard plastic" seats, and pointed out an advantage of them--they remain cool, despite the length of time a passenger uses it.

In the STL yard, the 9000 made quite a contrast, when compared with other STL buses, in their borrowed-from-METROPOLITAN-COACH-LINES-paint-scheme, of light green bottom, white room and dark green around the windows. Equipment is all GMC, and is mostly older types, including ex-LAMTA TD-4502' and 4505's, and some more modern 45 seat TDH-4509's. Maintenance, especially paint, is not too good; buses use a low grade of diesel fuel. ATC, the charter division has four immaculate luxury Crown Coaches, Nos. 501-504, plus two spotless GM PD-4104 parlor cars, Nos. 705-706, to attract maximum charter business.

CALIFORNIA CAPITULATIONS (CONTINUED):

PEERLESS STAGES SYSTEM: On April 11, PSS simplified its LOS GATOS-SAN JOSE Saturday service by cutting it from 13 local trips to one local trip from Los Gatos and four local trips from Almaden & Bascom Aves., a point five minutes running time from Los Gatos, for San Jose, of from a rough hourly headway to a two-hourly service. Four daily non-stop LOS GATOS-SAN JOSE EXPRESS trips provide most of the Saturday service and all of the Sunday service. The weekday service, of roughly half-hourly service, has a grand total of 16 different variations in the route between Los Gatos and San Jose. The new Saturday locals operate on only one route.

PSS uses a variety of equipment on the LOS GATOS-SAN JOSE route. Everything from No. 259, a former PACIFIC GREYHOUND LINES TD-4505 diesel-mechanical suburban to various Ex-LAMTA TD-4506's, PSS's own TDH-4509's and 4512's to PSS's only fishbowl, their No. 261 (SDM-4501053) which is air-conditioned and 41 reclining seats.

BAYSHORE TRANSIT LINES: On June 15, BTL issued a new schedule--one that is slightly easier to read and understand than previous issues, and one that has more detailed time points. Line A--HILLSDALE-SAN MATEO-BURLINGAME had its short period of half-hourly service (9:25 to 11:25AM) and hourly all-day service changed to a 70 minutely service. Former lines B and E are now known as Line B--PARKSIDE-SHOREVIEW-SAN MATEO-HILLSDALE (it was previously really only one route) and had its service slightly reduced from a 60 to a 70 minutely service. While the above may sound bad, it was done to improve layover time, and allow time for connections to be made. There being only one bus on each line, the following connections were arranged: Southbound "A" buses connect with eastbound "B" buses at 3rd & Main for Parkside & Shoreview; northbound "B" buses from 19th & Norfolk connect with northbound "A" buses at 3rd & "B" St. for Burlingame. Best of all, the connections are indicated on the schedule, so that transferring passengers will know of the connection. Hours of service are now between 7:00AM and 7:00PM, Mondays through Fridays, which is about the same as on the previous schedule. We are indebted to UTB member WILLIAM S. BILLINGS, BTL General Manager, for sending us a copy of the new schedule, from which the above information was derived.

CHINO TRANSIT LINES: CTL, who provides service between the Pomona Union Bus Station and Chino, on a two-hourly headway, Monday through Friday, plus added weekend service for visitors to the institutions that Chino is noted for, issued its second schedule on May 17, 1964. In the revised issue, the institution service was slightly modified. The schedule is of noteable mention, because it lists a once-a-month service to the California Institution for Women, which runs the third Sunday of each month. Until CTL started service in about 1961, Chino, a city with a population of about 10,305, was the largest California city without any form of public transportation, other than taxi. CITRUS BELT LINES, which had served Chino with its POMONA-CHINO-ONTARIO, over a route similar to that used by SOUTHERN PACIFIC, when Chino had passenger train service, and might have been a direct replacement thereof. CITRUS BELT LINES, with its fleet of Ford Transits and engine-in-front school-type buses, went out of business in about 1959, leaving Chino stranded without service.

CTL has a new bus, a 1953 model, 20 seat superior school-type bus, with a GMC gas engine out front. No number is visible on its white and blue sides. CTL has or does also operate No. 51, a Ford Transit, and No. 52 a Transit Mfg. coach. It might be guessed that the new GMC is No. 53.

# THE LAMTA MONTH

BY EDMUND A. BUCKLEY, JR.

THE SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT:

California Senate Bill 41, creating the SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (SCRTD) becomes law on August 22, 1964. On a later date, which will be that of the second regular SCRTD Board of Directors meeting, the LOS ANGELES METROPOLITAN TRANSIT AUTHORITY will be merged into the district.

The District will be governed by a Board of Directors, consisting of eleven members. Five of these members will be appointed by the Los Angeles County Board of Supervisors; two, each a resident of the City of Los Angeles, by the Mayor of Los Angeles; and four, each a resident of a different city, excluding Los Angeles, by a city selection committee.

Heading the Board of Directors, will be a President and a Vice-President, and appointed on a full-time basis, will be a Secretary, General Counsel, Treasurer, Auditor, and a General Manager. The General Manager, as the principle executive officer, will have full charge of the acquisition, construction, maintenance, and operation of the facilities of the District and also of the administration of its business affairs.

On the merger date, all LAMTA employees become SCRTD employees, with the same rights, privileges and pay as they enjoy with LAMTA.

The District has the power of eminent domain, and may issue general obligation bonds, if 60% of the voters of the District vote in favor of them. The District may levy and collect taxes, when necessary, to make payments of principle and interest on the bonds. Revenue bonds may be issued without the vote of the people.

The District must honor all existing labor contracts and employees of utilities acquired after the merger date are to be given comparable positions in the District "to the extent necessary for operation of facilities acquired."

The Board may tax part of the District to finance improvements in that part, if 60% of the voters of the area in question approve. This area would then be called an Improvement District.

Thus, the LOS ANGELES METROPOLITAN TRANSIT AUTHORITY, created in 1951 for the same purpose as the SCRTD has been, that of an integrated system of surface transit and rapid transit, will be laid to rest.

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EDITORIAL COMMENT: The new SCRTD bill has created a problem which has recently come to the attention of this writer, namely, what to call it. The reader has, undoubtedly encountered difficulty in pronouncing five consonants (S-C-R-T-D) without the benefit of any vowels. Others of you may have added your own vowels, pronouncing it SCiRT(D) or SCReTiD. We, however, prefer our own "SCRuTuD!" Of course others of you have avoided the problem, simply by calling it The District. The management would like to hear from you readers, on how you think SCRTD should be pronounced.--GLS.

THE LAMTA MONTH (CONTINUED):

LAMTA NEWS BRIEFS:

Effective June 22nd, Line 8--WEST 54TH ST.-NORTH MAIN ST. owl service was changed as follows: 54th St. service operates over former route, but from 54th & Crenshaw to 7th and Main only. North Main St. service is now provided by Line 6--SOUTH VERMONT-HIGHLAND PARK buses, which have been rerouted between First & Broadway and Ave. 20 & Pasadena via 1st. St., Main St., Mission Rd., Lincoln Park Ave., North Broadway, Ave. 20, San Fernando Rd., and thence via the regular owl route to Colorado & Townsend, in Eagle Rock. (See map below.)

All GM Coach "New Look" buses of the TDH-5301 and TDM-5301 varieties (LAMTA 5200, 5300, 5400 and 5500 series) have had tinted (green) glass installed in their standee windows.

A new edition of "GUIDE FOR GOING PLACES" (the LAMTA system route map) dated June, 1964, and showinggall of the recent service changes (TB-6/64) has recently been distributed in the LAMTA service area. New editions of "GUIDE FOR GOING PLACES IN THE INLAND EMPIRE" (Riverside-San Bernardino) and "GUIDE FOR GOING PLACES IN THE SAN FERNANDO VALLEY" have also been recently released.

Additional LAMTA coaches have recently been repainted and are now in daily service. Included are 2033, 2103, 2109, 2136, 2140, 2146, 2201, 2208, 2211, 2350, 2363 2378, 2943, 2957, 2959, 5165, 5204, 6530, 6534, 6582 and 6587.

