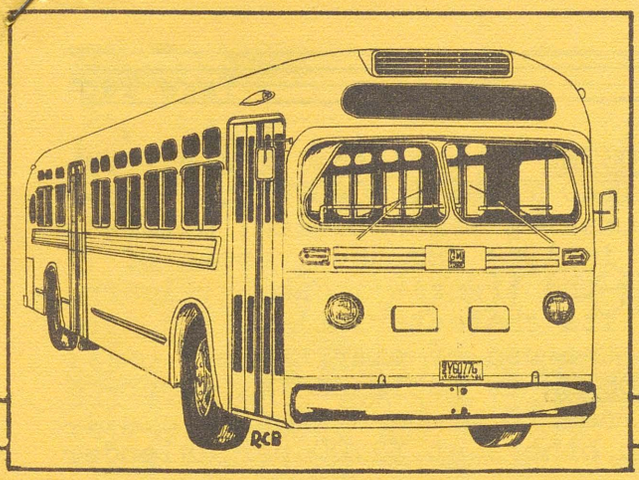


THE BOOSTER

Monthly Publication of The United Transit Boosters

"Dedicated to Better Transit"

Vol. 2, No. 8 August, 1964 Ten Pages

BOSTON

Monday, August 3, 1964 saw the end of the METROPOLITAN TRANSIT AUTHORITY in that city. Effective that date, the new MASSACHUSETTS BAY TRANSPORTATION AUTHORITY came into existance, absorbing the MTA. In the MBTA, the scope of the old MTA has been enlarged. MBTA is now charged with the responsibility of providing not only Boston, but also 77 other surrounding cities and towns with public transportation.

Presumably, the MBTA will take over local bus companies that are about to go out of business, or will find ways to aid them.

CHICAGO

NEW BUSES FOR CTA. The Chicago Transit Board recently announced that the Flxible Company has been awarded a $6,420,792 contract to build 240 new diesel 50 passenger buses for the CHICAGO TRANSIT AUTHORITY. Another ten buses, equipped with airconditioning will also be built for CTA, to be CTA's first surface airconditioned equipment, five from GM, and five from Flxible. When all of these new buses are delivered, which should be by next July, CTA will have a total of 841 new look buses. The new buses will be painted in CTA's official new colors of mint green and off-white--the colors in which the new airconditioned Pullman-Standard rapid transit cars were delivered.

NEW YORK

NYCTA ORDERS NEW BUSES FOR MABSTOA.

The NEW YORK CITY TRANSIT AUTHORITY has placed a $13,189,143 order for 490 new buses for its subsidiary, the MANHATTAN AND BRONX SURFACE TRANSIT OPERATING AUTHORITY. This order has been split among the two major bus manufacturers, Flxible and General Motors, with an order for 325 buses, costing $8,781,756, going to GM, and an order for 165 buses, costing $4,407,387, to Flxible.

PITTSBURGH

The PORT AUTHORITY of ALLEGHENY will put its new unified fare structure into effect on August 30. Having completed phase I of the PAAC improvment program, the acquisition of PITTSBURGH RAILWAYS CO. and 30 independent bus companies, PAAC moves on to phase II, the fare structure unification. Under the new plan, a 30¢ minimum fare in the central Pittsburgh area, with 20¢ in outlying areas has been made standard. Other features of the plan include elimination of the 45¢ "Special" transfer and all free transfers, in favor of a "Universal" transfer, which will cost 5¢ more than the basic fare; $1.90 weekly permits, $7.50 monthly permits and $4.00 monthly student permits. 10¢ with the weekly or

U T B Club News - Meeting Notice

The September 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, September 13, 1964, and will be convened at 7:30PM. To reach the meeting by public transportation, board a LAMTA Line 4--MELROSE AVE. 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 Lucas and Miramar.

PITTSBURGH (CONTINUED): monthly permits entitle the holder to a ride in the Central Pittsburgh area; a permit and 15¢ gets him a ride on a through or express bus; permit and 5¢ for one zone, or permit and 10¢ for two zones is sufficient fares in the suburban areas. The main feature of the permits is that the more you ride, the more you save!

ST. LOUIS

Correspondent Willard B. Thomas sends us the following report on BI-STATE TRANSIT SYSTEM:

"Bi-State Transit has made a number of changes, reroutings; they retired all of the non GM equipment, except the 25 ex SLPS Macks (C-50's) Nos. 4100-4124 and the ten new Flxible F2D-6V-401-1's, Nos. 4000-4009, that they just purchased. BSTS also purchased 40 GMC TDH-5303's, Nos. 3900-3939, at the same time. The colors, the latest of the four new official ones, is as follows: On the TDH-5301's, 5303's, 4517's (fishbowls), light blue roof, medium blue around the windows, and a gold stripe from there to the aluminum; on the older GM's, white room, a little darker medium blue around the windows and a very pale blue below. The medium and light blue is separated by a one inch red stripe, which looks like it should glow, but it doesn't. The Macks and the streetcars have not been painted, and will not be, I understand."

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California Capitulations

--by Warren F. Quon - - - - - -

LAMTA STRIKE SUBSTITUTE SERVICE: While the LOS ANGELES METROPOLITAN TRANSIT AUTHORITY and the BROTHERHOOD OF RAILWAY TRAINMEN (the latter of whom represent LAMTA bus drivers) had their second major disagreement, in LAMTA's short operating career of five years, over how much of the 25¢ basic fare belongs to the drivers, three public service minded bus operations provided, as they did in the last strike, an alternate form of service for LAMTA's ever decreasing 700,000 daily riders, during the eight day strike. GARDENA MUNICIPAL BUS LINES provided local service on its regular route 1--LOS ANGELES-GARDENA between the Trailways depot at 6th & Main, and 120th and Broadway, along Main and 120th Sts. Normally, GMBL handles no local traffic between these points. GMBL did honor its restriction between Manchester and Main and 120th and Broadway, as this is territory that is served by SOUTH LOS ANGELES TRANSPORTATION CO. and its Lines 1 and 2. A 25¢ fare was charged from Los Angeles, as far south as Manchester, which made south-of-Slauson-passengers wondering if they wouldn't be better off with GMBL all of the time. Normal LAMTA fares past Slauson are 33¢, an additional 8¢ being charged for travel past Slauson. Normal GMBL 38 minutely base service was doubled by adding a shuttle between L. A. and 120th and Vermont. Shuttle buses carried hand-made "dash signs" in their front windows, indicating their 120th & Vermont destination. GMBL's peak service of every ten minutes, was boosted by the addition of shuttles between the two points mentioned above, also on ten minute headways. This afforded five minute service along Main St. Loading at Trailways Station was handled by a supervisor, on weekdays. He loaded buses through two doors, one for local and one for Gardena passengers. The station became quite mobbed during the rush hours, as southside residents showed their appreciation to GMBL for their public-minded service. A rush-hour express to 120th St. was not operated during this strike, as it had during the last; all buses at all hours handled local traffic. Rush-hour coach requirements for GMBL Line 1 was increased from the normal ten to 13 to 14!

TORRANCE MUNICIPAL BU S LINES, which loads on the street, in downtown L. A., beneath a bus stop sign which bears the Torrance City seal and motto "Health, Wealth and Prosperity" at 9th and Broadway, (it might be noted that many TMBL passengers use the lobby of the U. S. Post Office's Metropolitan Station, the headquarters for Zone 14, which is located within the boundaries of Zone 15) provided strike service on its Line 1--LOS ANGELES-GARDENA-NORTH TORRANCE-TORRANCE. Normally, service along TMBL's Line 1 from 9th and Broadway, via Broadway, 14th, Hill, Santa Barbara, and Hoover St., south to Torrance, is restricted between Hoover and Manchester and L. A. During the strike, TMBL handled all local passengers in this area, and for this service charged but 25¢. TMBL'S weekday base service is normally on hourly schedules on Line 1, to Los Angeles, rush-hour service is 20-25 minutely--little, if any, extra service was operated during the strike. A few Long Beach patrons of LAMTA's Line 36--LONG BEACH FREEWAY FLYER, found themselves getting into Los Angeles via TMBL's Line 3--LONG BEACH-TORRANCE connecting with Line 1 at Torrance Station; this is a very interesting, but time consuming trip, recommended to transit enthusiasts, but not commuters.

SOUTH LOS ANGELES TRANSPORTATION CO. operated a special line, which connected with ATKINSON TRANSPORTATION CO's. Line 8--COMPTON AVE., at 58th and Central. SLATCO and ATCO are under common control and operation. ATCO Line 8 usually connects with LAMTA Line 3--CENTRAL AVE-WEST SIXTH ST. for downtown L. A. SLATCO initiated an entirely new line, Line 9--CENTRAL AVE

CALIFORNIA CAPITULATIONS--LAMTA STRIKE SUBSTITUTE SERVICE (CONTINUED):

operating over LAMTA's Line 3, for the duration of the strike, as it did during the last LAMTA strike. Line 9's route was set up as follows: From 58th and Central, via Central Ave., 7th St., and Spring St. to 6th, the principle downtown stop. Returning route was via 6th St. and Central Ave. to 58th St. SLATCO does not ordinarily operate near downtown L. A., although it once tried to extend a line into downtown, on a "closed door" basis some years ago. This attempt was defeated by LOS ANGELES TRANSIT LINES, who complained of a potential loss of SLATCO feeder passengers. It was interesting to watch SLATCO accomplish its lifelong dream for a line into downtown, during the last two bus strikes, as red and yellow buses pulled-up to 6th and Spring. SLATCO's Line 9, which made all stops, charged the same fare as LAMTA, 25¢. The normal SLATCO-ATCO fare iw 15¢, with free transfers over the entire system to Compton and Huntington Park. Line 9 did not issue or accept transfers. Ironically, service on Line 9 was provided by two former LAMTA buses, No. 43 (TDH-45071087 ex 6962) and No. 44 (TDH-45071095 ex 6952). Headways were 30 minutely during the base, with two buses, and 20 minutely during rush periods with two buses, with no layover. Due to extreme traffic conditions, passengers often saw both buses paired together, and 50 minute gaps in service. The buses operated between 6:00AM and 7:00PM; Sunday service was also provided

The automobile minded Los Angeles newspapers only description of the above services was "some independent bus lines kept flyers coming into the downtown area." As a result, many potential passengers were unaware that bus service was available. Loads during the first two days of the strike were light. A television news report showed an almost empty Line 9 SLATCO coach, however, as word got around, some buses were so crowded, they had to pass-up regular passengers.

WESTERN GREYHOUND LINES provided service between Los Angeles and the San Fernando Valley on its regular intercity coaches, with schedules stopping at North Hollywood, Van Nuys, Tarzana and San Fernando station stops only. WGL is not restricted in the Valley. In other areas in which WGL was restricted, some people would buy tickets to a point beyond the restriction, use the coupon portion to L. A., and then cash-in the remainder For example, a rider at San Bernardino or Long Beach desiring Los Angeles transportation cannot buy a ticket as such, as WGL is restricted between these points. But, he can buy a ticket to, say North Hollywood. Since it is necessary to change buses in Los Angeles, anyway, he gets off there and later turns-in his Los Angeles-North Hollywood ticket for a refund, and therefore beats the restriction.

Looking back, it it is interesting to note that all three lines providing service were all on the south side; and all three lines were fairly close together. Service was on Hoover/Hill by TMBL; Main by GMBL and Central by SLATCO. There are several other independent bus operations, who, if they were public service minded enough, could have provided some service. To the west, there is CULVER CITY MUNICIPAL BUS LINES on Washington Blvd., which could have been extended over LAMTA's line 12, and SANTA MONICA MUNICIPAL BUS LINES Pico Blvd. service which could have been extended from Rimpau Ave. over LAMTA's line 26. On the east side, MONTEBELLO MUNICIPAL BUS LINES Whittier Blvd. service could have been extended from Indiana Ave. to L. A., over LAMTA's line 28. But alas, none of these operations chose to extend, preferring to bring their loyal patrons to the usual LAMTA connection point.

AIRPORT SERVICE, INC.: ASI, serving the Los Angeles International Airport from Long Beach and Pasadena with its blue and white Flxible "Starliner" Clippers, in May acquired one of the new big Flxible 41-45 seat "Flxliners." This coach has the new panoramic windshield and is numbered 1001. The

CALIFORNIA CAPITULATIONS--AIRPORT SERVICE, INC. (CONTINUED):

coaches and manufacturers term used to describe the new Flxliner model is 23G3DD1-64-41IC!

LONG BEACH PUBLIC TRANSPORTATION CO.: LBPTCo issued its first route map in June. For those of you who can also obtain a copy of the SANTA MONICA MUNICIPAL BUS LINES route map, you will find a striking resemblence between the two maps. LBPTCo General Manager, WILLIAM F. FARELL has bestowed another of his Santa Monica trade marks upon Long Beach. Not only are the two maps of the same size, shape and are printed with the same blue and black ink on white paper, but the very styling and wording are very similar. Even the brief description of Long Beach, which appears on the cover of this map, which folds conveniently to pocket-size, is the very same one as was used for Santa Monica. Actually, the main difference is the addition of a listing of lines in the downtown area, necessary because of complex routing in downtown Long Beach. The former LONG BEACH MOTOR BUS CO. route map was a "Dittoed" sheet, with printing on one side only. LBPTCo now has an attractive, up-to-date map that is sure to increase riding, thru attracting residents to "join the big swing to the big blue buses."

LBPTCo was honored recently by the beautification committee of the Long Beach Chamber of Commerce, who gave top awards to LBPTCo for contributing color and beauty to Long Beach through its "big blue dreamliners" and the high-fashion airline uniforms that its drivers are wearing. The present of the committee stated, "The new blue buses have done more than anything else to add beauty to the streets of Long Beach." WILLIAM FARELL remarked, while accepting the award, that since LBPTCo took over LBMBCo on September 1, 1963, "Not only have the new blue colors replaced the old drab color (i.e. N.C.L.'s pale green) but half the fleet has been replaced with shiney new Dreamliners, and many service improvements have been made. As a result, patronage has been increasing substantially."

LBPTCo has finished painting the 7546-7556 series 1948 GMC TDH-4507 coaches, into the award-winning two-tone blue paint job, and renumbering them into the 4580-4589 class. The current painting project is the 1947 GMC 7537-7546 class TDH-4507's (TDH-45071320-TDH-45071329). These coaches are being renumbered into the 4570-4579 series, in ascending serial order. The buses have been worked on indescending order, and as of June 21, down to 4573 had been painted. Also as of June 21, coach No. 7604, of the 7601-7612 series GMC TDH-3610 type, had been repainted and renumbered 3604. Considering that LBPTCo expected ten new buses in July, and has advertised the retirement and availability for sale of the four remaining TD-4506's (TD-4506662--TD-4506665) in the 7528-7531 series, and and six of the TDH-3610's, with the arrival of the new buses, it is interesting to speculate which 3610's will be sold. In addition to the 7601-7612 series (TDH-3610284--TDH-3610295) LBPTCo also has the 7625-7629 series (TDH-3610401--TDH-3610403, TDH-3610405--TDH-3610406), which, while obtained second hand from SPOKANE CITY LINES, are slightly newer (as indicated by the higher serial numbers) than Long Beach's own 3610's. The remainder of LBPTCo's eleven TDH-3610's, it is assumed, will be repainted and renumbered within two months, putting an end to the former paint scheme, within one year after having taken over the former company. By comparison, LAMTA will turn over to SCRTD many buses still in the METROPOLITAN COACH LINES paint job. Some of these coaches were last painted in 1953 and 1954; LAMTA failed to repaint them in 5½ years of operation. Of course during this time, some newer buses were painted twice, under LAMTA.

CALIFORNIA CAPITULATIONS:

WESTERN GREYHOUND LINES: WGL reissued schedule folders 1 to 13 on June 16, this time, in blue ink. Changes were mostly of extra service for the heavy summer season.

From the GREYHOUND CORP. 1963 annual report, we find that they bought 261 single level buses in 1963, at a cost of $12.5 Million, and this year will be purchasing 200 buses from Motor Coach Industries, of the Challenger type, and 333 single level coaches, which will be mainly GMC PD-4106's. We also learn that GHC was seeking to purchase a majority of the stock in the TEXAS, NEW MEXICO & OKLAHOMA COACHES, INC. Labor costs have gone up by $1,925,700 in March.

WGL will apply to the PUC for raises in San Francisco commuter service, as well as state-wide fares. WGL said that it would purchase new buses for the S. F. commute service, if fare increases are granted. At this time, it might be interesting to mention that GREYHOUND provides all fair transportation at the New York Worlds Fair, and has purchased 100 new GMC fishbowls for this purpose. Coach Nos. 200-259 (TDH-53031581--TDH-53031640) have 45 hard-plastic seats, and are used on the "25¢ Rapid Transit". Coach Nos. 260-299 (SDH-5302004--SDH-5302043) have 49 forward facing seats, and are used for sightseeing; these are suburban coaches, and have extra pieces of glass in the roof. All 100 coaches are airconditioned. Of special interest to WGL watchers, is that the destination signs in these Worlds Fair coaches, besides Worlds Fair readings, have such readings as San Rafeal, San Jose and San Francisco-7th St.! This is, however, not too surprising, as the S. F. commute operation is the largest on the GREYHOUND system, and most of the equipment dates back to the mid 1950's, and needs replacement. It is expected that 200-299 will arrive in San Francisco shortly after October 17, 1965, the closing date of the fair, refurnished with more appropriate interurban fittings, such as replacement of all longitudinal and plastic seats. In the meantime, WGL is putting more of its GMC intercity model PD-4103 coaches into interurban service. Equipped with both route signs and fare boxes, they are numbered into the 9300 series. They have been seen on Contra Costa Division lines, along with similarily demoted GMC PD-3751's and PD-4151's. These "Silversides" coaches were put into the 9100 and 9200 series. These coaches have bumped the 9400-9436 series GMC TDM-5103, 9450-9524 series GMC TDM-4801, and 1670-1699 series Mack C-49DM transit coaches off the Contra Costa lines. Some day, we expect to see a 1954 GMC PD-4104 air-ride coach also demoted to interurban service, with route signs and fare boxes. In May, restroom equipped 7100 and 7200 series GMC PD4104's were seen on the LONG BEACH-SANTA MONICA local, along with the usual TDM-4801's and PD-4151's. 7198

SAN FRANCISCO MUNICIPAL RAILWAY: SFMRy has cancelled plans to put a $17,500,000 bond issue on the November election ballot. This was due to the fact that the Mack Motor Truck Corp., which presently leases 449 Mack buses to SFMRy, in reply to a question by the San Francisco Controller, said that they were ready to lease more buses to Muni. Mack has not built a bus since 1960, when it moved its plant from Allentown, Pa. SFMRy General Manager, VERNON D. ANDERSON, said that a theoretical study showed that it costs $32,203 to lease a bus for six years, after which SFMRy would pay but $1.00 per year for each bus. Buying a bus would cost slightly more. If Mack does lease new buses to SFMRy, they are not expected to be delivered until late in 1965. The Mayor Transportation Council proposed, on June 4th, a $300,000 study aimed at modernizing SFMRy. The $17½ Million bond issue was proposed originally to provide $12 Million for 390 new 50-seat buses, to replace the deteriorating, poorly maintained Mack coaches, now

CALIFORNIA CAPITULATIONS--SAN FRANCISCO MUNICIPAL RAILWAY (CONTINUED):

on lease. The Mack diesel bus situation has gotten to the point where they are frequently unavailable for service and as a result, SFMRy has had to call back into service almost all of the 16 year-old 44 seat White model 798 coaches back into service; the Whites may now be seen on day runs, as well as night trips, where previously they were used in rush hours only.

SFMRy spent $360,000 for an electric stop tripper system in the Twin Peaks Tunnel. This was done so as to avoid the many and recent rear end collisions that are occuring among PCC cars. $130,000 was spent for automatic elevators in Forrest Hills Station in the T. P. Tunnel. $1,645,000 is to be spent for rebuilding the Tunnel in its entire 2.3 mile length. $1,054,000 is to be spent to repair cable car trackage; $600,000 for new cable cars. During the weekend of July 12, wild rumors were being circulated to the effect that SFMRy would stop cable car service during or shortly after the Republican Convention in S. F., since it was felt that the system could not handle safely the vast increase in riders, caused by the influx of politicians & tourists. Some of the above information was borrowed from the Bay Area Electric Railroad Review, a publication of the Bay Area Electric Railroad Association.

It is not known at this time how SFMRy plans to purchase the items in the cancelled bond issue. According to the latest rumor, the 40 new 51 seat buses that are coming in November will be Flxibles. The "Golden Coach", N o. 2517, now in SFMRy green, still retains its red carpet on the floor, although it is very dirty.

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT: ACT recently instituted its first major wave of service reductions. Many of these cuts occured on Sunday, and at night, on main lines where there has been a trend toward passengers using their own automobile for pleasure and shopping trips, on weekends, and nights, but continuing to use the buses to work on weekdays.

Effective June 7, Line A--SAN FRANCISCO-OAKLAND, the only transbay line with owl service, had its Sunday service cut from 15 minutely to 20. Line 56--SEMINARY-90th AVENUE, the only line serving ACT's Division 4 (Seminary) had its Sunday and night service cut to hourly from half-hourly. Line 83--SEVENTH STREET service is provided, on Sundays and at night, by extentions of lines 80, 81 and 82, during these periods; Line 83 operates on 7th St. only on weekdays, during daylight hours. Half of the extended trips on Lines 80, 81 and 82 turn back at downtown Oakland, providing a 20 instead of a 10 minute headway. Line 88--MARKET-12th ST. had its late night service reduced from 20 minutely to half hourly. Line N--SAN FRANCISCO-EAST OAKLAND-SAN LEANDRO buses were rerouted over a new extension of the MacArthur Freeway, saving 8 to 10 minutes running time, resulting in savings in travel time of up to 33%. Line N also had an extra added in the morning rush period, and two more in the afternoon rush, to handle an increase in passengers. The new service attracted more business than was expected, so that was necessary to add an extra express trip, leaving San Francisco at 4:22PM, on July 13th.

Effective June 8th, Line 34--MAC ARTHUR EXPRESS had six trips, inbound to Oakland in the morning, and six trips outbound from Oakland in the afternoon, rerouted via the Mac Arthur Freeway between High St. and Lakeshore Ave., saving ten minutes travel time. This service is known as "MAC ARTHUR FREEWAY EXPRESS". Alternate rush trips will continue to use the normal route of Mac Arthur Blvd. Line 17--ALCOTRAZ AVE., a Monday to Friday only line, will have its afternoon rush hour service extension to Bancraft and Telegraph cut out, all service to end at College & Broadway.

CALIFORNIA CAPITULATIONS--ALAMEDA-CONTRA COSTA TRANSIT DISTRICT (CONT'D):

Lines 30--SAN LEANDRO EXPRESS and 32--SAN LORENZO EXPRESS had their base service headways cut from 30 to 45 minutely. On Line 32, service was extended from Hayward to Fairway Park by running all midday trip to that point, instead of every other trip. Line 69 --23rd STREET had its Monday through Saturday base service cut from 20 minutes on the main line and 40 minutes on the branches, to half hourly and hourly, respectively. Line 93--BAY FAIR SHOPPING CENTER-SAN LORENZO VILLAGE now runs every 45 minutes instead of every half hour, Monday through Saturday. Also, service was discontinued between Bay Fair and 150th Ave. & Foothill on weekdays between 9:00AM and 2:00PM and all day on Saturday. The Snake Rd. end of Line 60--BROADWAY TERRANC-SNAKE RD. and Line 17--PIEDMONT PINES have been combined with Line 18--PARK BLVD. to provide through service to downtown Oakland. The extended trips from downtown to the Snake Rd. end of Line 60 are now known as 18-60, and those to Piedmont Pines end of Line 77 are known as 18-77. Line 18 continues to operate on its 15 minute headway, with new extended service operating about every hour, on a Monday through Friday only basis. The Broadway Terrace end of Line 60 will operate separately, and was cut to a 150 minute headway, between 9:00AM and 2:00PM, from hourly, and is said to have been renumbered to 59C--UPPER BROADWAY TERRACE.

ACT personnel plan to survey Toronto, Montreal, Boston, Chicago and Philadelphia to check out their bus-rail services so that ACT will have some idea on how to coordinate future ACT bus service with future rapid transit service of the BAY AREA RAPID TRANSIT DISTRICT. The following points of joint service will be followed: a) Joint financial and operating agreements, for provision of feeder bus service to rapid transit stations; b) Service level of feeder service during all hours of operation; c) Joint fares and transfer arrangements, plus study into new methods of fare collection; d) Detailed statistical information relating to passengers revenues and operating costs.

ACT has reissued its 40 page "Sunshine Trails" booklet which describes various do-it-yourself tours around the East Bay area. The booklet is now a convenient pocket size.

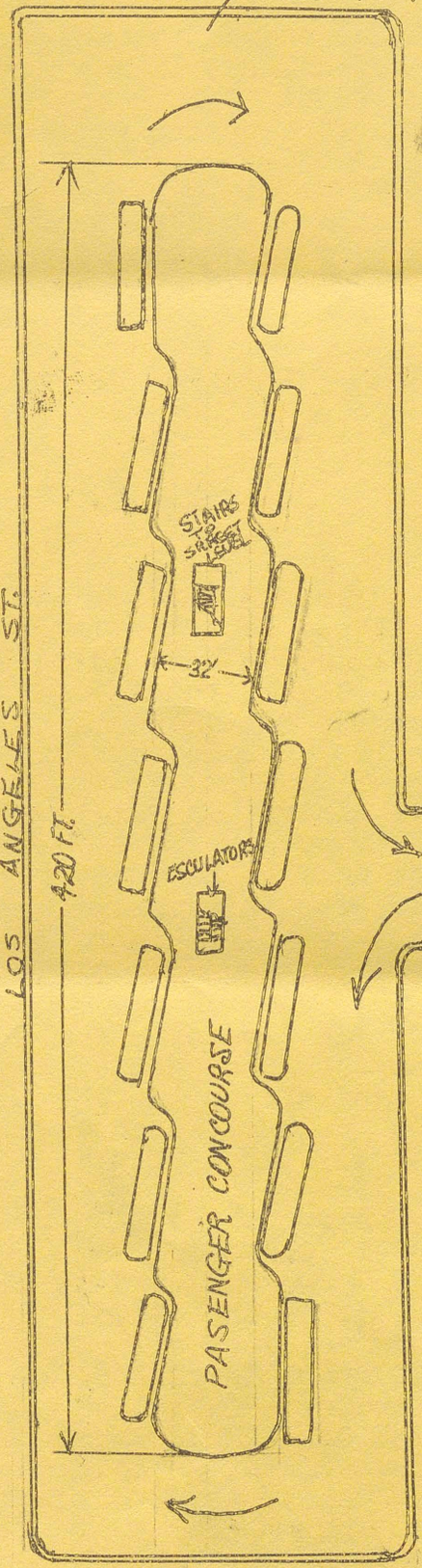
VEGAS TRANSIT VT, owned and operated by TANNER MOTOR TOURS of Los Angeles, who provides all city transit service in Las Vegas, Nevada, has two of the former LAMTA 6951-class GMC TDH-4507's. These coaches are numbered N-200 (TD-4507155 ex 6970) and N-201 (TD-4507154 ex 6971). VT is also operating several former SACRAMENTO CITY LINES GMC TG-3609's and several GMC- TGH-3102 coaches, with tinted glass. The diesel powered Marmon-Harrington coaches that VT had operated, have been retired.

HELP SAVE THE 8608——

The UNITED TRANSIT BOOSTERS has recently been afforded the opportuntity of obtaining, for the start of its historical collection, former GLENDALE CITY LINES bus No. 8608. Orginally operated by PASADENA CITY LINES, this coach was transferred to Glendale in 1962. The coach is a 1940 YELLOW COACH, serial No. TD-3602056, and has a 4-71 diesel engine coupled to a Spicer 91 automatic transmission. It is in good shape mechanically and body wise, and is practically in "mint condition". If obtained, the coach will be stored at the ORANGE EMPIRE TROLLEY MUSEUM in Perris California. The price of the bus is $500, $100 of which is being donated back to us by the American-International Bus Exchange, the seller, making the price $416.00 including tax. Your contributions are most needed--please help!!

THE LAMTA MONTH

by Edmund A. Buckley, Jr.



LAMTA OPERATIONS AT THE NEW GREYHOUND STATION:

This drawing represents the adopted arrangement for the LAMTA bus-loading level in the new LAMTA-GREYHOUND station, that is to be constructed soon.

Entering through the Maple Ave. side of the building, buses will go down a ramp to the LAMTA loading area, which is below street level, turn left, and park in one of the fourteen slots at the passenger concourse. Slots are designed so that after the operator discharges his inbound passengers, and picked up his outbound customers, he pulls sharply to the left, and continues around the passenger concourse, in a clockwise fashion, turns left at the ramp, and then exits up it to Maple Avenue.

The passenger waiting room area will be on the street level, with Greyhound's intercity loading area above the waiting room. Intercity buses will reach their loading area via a ramp up from Seventh Street.

RAMP UP TO MAPLE AVE.

MAPLE AVE

On the roof of the building, there will be a public parking area, reached from a ramp up from Los Angeles St.

Construction on the new station is expected to to begin about January 1, 1962

NEWS BRIEFS:

The brand-new Division 13 (Riverside) was opened during the week of June 20th with appropriate ceremonies. The new cement-brick garage building, well lighted one-bus pits, and paved driveways are a great improvement over the old facility. The bus washer at the division, the first in Riverside's history, was christened "Mulberry Springs," Mulberry being one of the streets that the new facility fronts on.

THE LAMTA MONTH--NEWS BRIEFS (CONTINUED):

Line 56--LOS ANGELES-SUNLAND will soon be extended west to Sunland Blvd. and Fenwick Street in Sunland, the sight of a new shopping center. The line presently terminates in Sunland Park. The line change will occur the day the center opens.

Coach No. 8002, an ACF-Brill model TC-44 trolley coach was recently purchased by Aliesearch, through the American-International Bus Exchange, for use as a mobile labratory for Radar and Sonar equipment. We understand that the trolley poses will be removed and a gasoline engine will be installed for automotive power.

A new folder, entitled "Ride Relaxed Before And After You Fly" promoting the use of Line 51--LOS ANGELES-REDONDO BEACH service to the Los Angeles International Airport has been issued, recently. It is available at the ticket offices of the various airlines, both at the airport and downtown.

Additional repainted coaches are now in service on LAMTA routes. They include 2360, 2374, 2964, 5196, 6205 and 6599.

END OF THE TRAIL:

This issue marks the end of "THE LAMTA MONTH" for this publication. This is caused by two things: First, the Authority itself is being desolved, and taken over by the SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT. Secondly, your LAMTA News Editor, Ed Buckley, will be leaving the staff of THE BOOSTER, so as to answer "the call of duty" for our mutual Uncle. We have prevailed upon Ed to furnish us with reports from around the country, such as his "tour of duty will permit."

Next month, Ed's spot will be taken over by Dave Landis, who will keep us up to date on the latest news with the SCRTD.

We would like to take this opportuntity to thank Ed for the wonderful job he has done for this publication, and as Secretary for this organization.

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Last month, we presented a problem to our readers in the form of a question, "What should we call SCRTD." It would seem that your editor was guilty of a lack of communicating his thought. Many of you thoughtful readers came up with many interesting suggestions, none of which answered our question, which should have been stated thusly, "How should the initials 'S-C-R-T-D' be pronounced?"

We received such suggestions for such nicknames as S. C. TRANSIT, THE RAPID TRANSIT DISTRICT, R. T.D., THE DISTRICT, R. T. DISTRICT, THE TRANSIT DISTRICT and THE TRANSIT SYSTEM.

In case the reader hasn't noted this previously, it is the editorial policy of this publication to refer to transit companies by all of the initials of [illegible]. The LOS ANGELES METROPOLITAN TRANSIT AUTHORITY was referred to as "L.A.M.T.A." (although it was universally called THE M-T-A) which was pronounced LAM'-TA. The SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT will be referred to in these pages as "SCRTD"! The question: "How should 'SCRTD' be pronounced?" The answer to this--next month???

Gerald L. Squier--Editor.