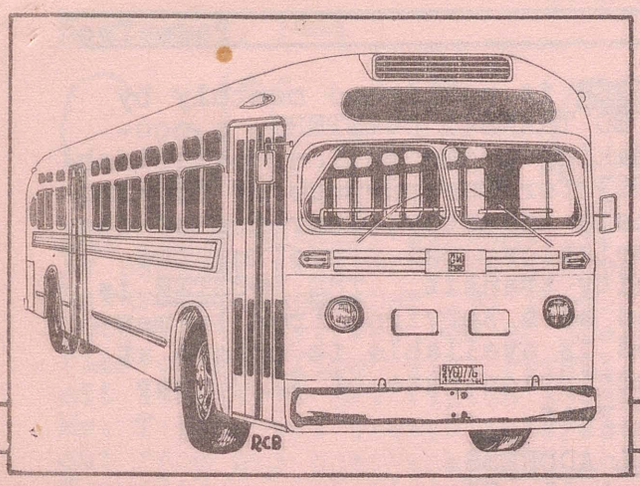


THE BOOSTER

Monthly Publication of The United Transit Boosters

"Dedicated to Better Transit"

Vol. 2, No. 9 September, 1964 Ten Pages

READERS'-REPORT NATIONAL

(Ed. Note: This is to introduce a new feature to THE BOOSTER, reports of observations of transit operations in other parts of the country. This month we begin a report by correspondent Frederick J. Maloney, of Brighton, Massachusetts).

NEW ORLEANS: We found the ST. CHARLES car line far more superior to CANAL, however, CANAL was certainly more traditional. NEW ORLEANS PUBLIC SERVICE, INC. is keeping only 35 street cars active for a line requiring 31 cars in the morning rush period. This doesn't sound good, with 40-year old equipment. When we were there, (we just made CANAL), two cars were being rebuilt, and a third was having its small bus-type standee windows (that NOPSI installed in the first four or five cars that they rebuilt) replaced with larger upper windows. NOPSI are using the lower sash glass from Marmon-Harrington trolley coaches, for this purpose. Of course the upper sash is continuous. The present scheme greatly improves the appearance over the small windows.

NOPSI cut all the wire down on CANAL the morning after abandonment, the morning of May 31st, tore-up some track, took-down all of the wooden poses, except one in each block that were holding street lights and signs. By June 1st, NOPSI was tearing-up track in at least six places. From the was that girder rail was being taken up in the downtown section, it appeared that it was going to be saved. Trolley wire was being cut up

DALLAS: Dallas's new TA has received 95 new fishbowls. Apparently, they are quite anxious to get rid of the old buses. We talked to some painters, who were working on a complete new job on one of the Marmon-Harrington TC's. While they were applying the two-tone blue and white paint to the M-H, one of the painters told us that DTS plans to keep the TC's for "up to" five years. Many of the TC's have already been repainted. The ACF-Brill TC's appeared to be in better condition than the newer Marmons, however, there are only 26 Marmons (ten of which came from Cincinnati in 1953), so one would assume that they will be running as long as the ACF's. About 2/3 of the 1001-1030 series are out of service, but the 1947, 1031-1054 series ACF-Brills all seemed to be running, as do the 1055-1070 series Marmon-Harringtons, which were bought new in 1951, and the 1071-1080 series Marmons, which were built new for Cincinnati in 1948. 1001-1030 are the 1945 ACF-Brills. With only the morning and early afternoon to spend in Dallas, we couldn't find out too much about the bus fleet, except to note the Southerns, which we thought were terribly cheap looking. (Continued on Page Two)

U T B Club News & Meeting Notice

The October 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, October 11, 1964, and will be convened at 7:30PM. 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 Mirimar. The building in which the meeting will be held is located on the northwest corner of Mirimar and Lucas.

INSPECTION MEETING: In conjunction with the annual meeting of the Orange Empire Trolley Museum, at Perris, Cal. on Saturday, October 3, 1964, this organization is making available for inspection former GLENDALE CITY LINES coach No. 8608, which it is attempting to purchase for the beginning of its historic transportation equipment collection. The bus has been moved to the Perris museum site, where it will be stored until at least October 31, 1964, by which time it must be paid for. Your contribution toward helping save this fine piece of equipment is solicited, and your inspection of it is invited on Saturday, October 3rd.

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EDITORIAL ADDRESS:
2734 Lytelle Place
Los Angeles, California 90065
Telephone: (213) 254-1168

BUSINESS ADDRESS:
5729-3/4 Carlton Way
Los Angeles, California 90028
Telephone: (213) 467-9787

PUBLICATION STAFF:
Editor Gerald L. Squier
California News Editor:
Warren F. Quon
1101 West Thirty-Eighth Street
Los Angeles, California 90037
SCRTD News Editor:
David Landes
5729-3/4 Carlton Way
Los Angeles, California 90028
Circulation Manager:
Norman H. Weiner
1159 South Citrus Avenue
Los Angeles, California 90019

U. T. B. OFFICERS:
General Manager --Gerald L. Squier
Correspondence Secretary --David Landes
Recording Secretary --Norman H. Weiner

READERS REPORT--NATIONAL, by Frederick J. Maloney (continued):
SHREVEPORT: Shreveport was quite interesting, expecially with its good service. All eight trolley coach lines have six to ten minute headways in rush hours, and 12 to 18 minutes in the base period. A total of 51 coaches are active, including six 1937 and 1939 Brills, three pre-war Pullmans, 36 early post-war ACF-Brills and five Marmon-Harringtons bought from Little Rock. There is only one major bus route (and a number of minor routes), and it may be a temporary trolley coach replacement. We were informed that no trolley coach lines had ever been converted to buses, but that one major bus line was listed as a trolley coach line on the route map, a fact that we didn't notice until we had left the city. The bus fleet in Shreveport is all of GMC manufacture, mostly 31 passenger (TGH-3102?), but with a few larger coaches (TDH-3610 or 3612?) and seven short Dreamliners (TDH-4517 or 4519?).
(Further reports on Mr. Maloney's observations in Fort Worth, and Saint Joseph in the future.)

California Capitulations

By Warren F. Quon

SAN DIEGO TRANSIT SYSTEM: We are indeed sorry to have to report the untimely passing away of SDTS's Superintendent of Equipment, Farrel Tipton, on Saturday, September 19, 1964. Mr. Tipton, who only this year reached his 59th birthday, was one of the most capable men in the industry, as inspection of his fleet will reveal. Besides the loss to his family and the transit industry, Mr. Tipton's death will also felt by transit enthusiasts. Mr. Tipton was always interested in transit fans, and would always take time out from his busy schedule to chat with visitors, and provide requested information. Our condolences to Mr. Tipton's family.

In other SDTS news, July 1st saw the addition of one inbound AM rush hour trip on Line R-LA JOLLA, and extended one more PM rush outbound trip past La Jolla to La Jolla Shores, raising the number of such trips from 5 to 6. On July 13th, SDTS's only crosstown line, Line 6--POINT LOMA-NORTH PARK, was rerouted back on the Freeway. It had formerly operated on certain frontage roads, serving the Stardust Hotel and Mission Valley Inn--this service began on March 16th.

In July, SDTS sold 15 more of its 45-seat 1949-50 TDH-4509 GM Coaches. Units sold were: 918 TDH-4509072; 920 TDH-4509074; 923 TDH-4509077; 933 TDH-4509087; 942 TDH-4509096; 947 TDH-4509101; 949 TDH-4509103; 950 TDH-4509104; 955 TDH-4509109; 957 TDH-4509111; 958 TDH-4509112; 962 TDH-4509735; 964 TDH-4509737; 965 TDH-4509738; and 967 TDH-4509740. All 15 units were sold to the WEST TOWNS BUS COMPANY (formerly known as the CHICAGO AND WEST TOWNS RAILWAY). Some of the coaches, if not all may be used on WBC's subsidiary, WAUKEEGAN-NORTH CHICAGO TRANSIT CO. WBC already has five other SDTS 4509's, which it purchased in late 1963. They are: 929 TDH-4509083; 915 TDH-4509-069; 938 TDH-4509092; 922 TDH-4509076; and 926 TDH-4509080. The latter five coaches were renumbered 763-767, so we would now assume that the 15 latest additions will become 768-782. With the WBC sale, SDTS has disposed of 25 of the 65 coaches in the 914-978 series, leaving only 40 in that class. But in addition, SDTS also has 80 more 4509's in the 979-998 and 801-860 series. Member Bill Wootton, who provided us with the above statistics, opines as how all of the surplus equipment has been disposed of, and that additional coaches won't be released until after future service cuts.

In an effort to avoid service cuts, by attracting new riders, SDTS has been distributing Do-It-Yourself "Tour Kits" (hanging them on door knobs) which contain a route map and a leaflet describing the new downtown Shop-A-Round pass and a Line 7 schedule (the latter being included, as the distribution was being made along University Ave., which Line 7 serves,) and last (but not least) a personal message from Jesse L. Haugh, SDTS President, stressing the advantages of riding the bus.

On August 26th, a consulting firm recommended to the City Council, that the City of San Diego purchase SDTS, by using revenue bonds, which would be no cost to the taxpayers. A tax levy of 5¢ per $100 of assessed valuation was, however, suggested, so as to cover operating expenses.

WESTERN GREYHOUND LINES: WGL reissued schedule folders 1-13 on September 9. Major changes reflect the removal of certain schedules that were added for the busy summer season. One notable change was in the SAN FRANCISCO-LINDA MAR (PEDRO)-HALF MOON BAY route of the Peninsula commute service. Hourly weekday service on this line operates only to Linda Mar, with a single round trip operating to Half Moon Bay, 23 minutes away, operating during the winter months, and two round trips in the three summer months. Under the new schedule, not two, but three round trips, daily except Sunday (1 RT on Sun.) will be operated to Half Moon Bay. The "PEDRO" line, which serves

CALIFORNIA CAPITULATIONS--SDTS (CONTINUED):

the fast growing city of Pacifica, is also growing by leaps and bounds, as standees have been noted on certain trips. At this time last year, service was improved on this line from 4 to 8 trips, on a 120 minute headway, on Saturdays. The future may see even more service for this line.

WGL's busy summer season saw many 1951-52 vintage PD-4103's on schedules normally handled by air-ride, restroom equipped coaches. This year, for the first time, the familiar PD-3751 and 4151 "Silversides", once common on runs such as the LOS ANGELES-SAN DIEGO service appeared only rarely. Most of the Silversides that GREYHOUND still owns have been "demoted" to the San Francisco commuter operation, being replaced by the slightly newer PD-4103's. This summer saw the usual rented buses from TANNER MOTOR TOURS (a Los Angeles sightseeing and charter outfit) operating on the LA-SD line, which is one of the busiest year-round intercity bus operations in the country, it being over 120 miles in length. What proved to be a surprise this year was WGL's lease of from 7 to 15 41-passenger, stick-shift GMC TDM-4507's from Bus Lease & Sales, Inc. of Los Angeles. BL&S obtained them from the ATOMIC ENERGY COMMISSION's operation in Richland, Washington (TB-6/64), and most are still painted in the AEC scheme of maroon and creme, however, at least one was spotted painted blue, white and gold (WGL's colors)! It was said that the buses were to be used on the shuttle between Oceanside and the Del Mar Race Track, the buses were seen both in L. A. and in San Diego. Although we have not personally inspected the coaches, No. 29 was reported to be TDM-45073013, No. 28 was also spotted. Also leased from BL&S were a number of PD-4103's, Nos. 101 and 106 were seen, with full silver sides, and painted light blue and white--these 4103's appeared to be in better shape than WGL's own 4103's. Another former AEC TDM-4507 was reported sold to ORANGE COUNTY BUS SYSTEM, a school bus and charter operator.

SAN FRANCISCO MUNICIPAL RAILWAY: Early on the morning of September 6th, two fortunate UTB members, Ed Buckley and Cameron Beach, were on board "the last trolley coach to operate in all-nite owl service in the City and County of San Francisco (in the history of the world!)" The occasion was the last such operation on SFMRY's Line 5--McALLISTER, their fastest TC line, which operates once an hour after 1:00AM. Doing the honors, was Coach No. 839, a 48-seat Marmon-Harrington TC-48, which was commonly used on this Line 5 owl run, as it was one of the few TC's at Presidio Division equipped with a heater. (Non-owl Line 5 schedules are handled by 44-seat Twin Coach 44TTW's.) A Mack C-49DT diesel bus now handles the "5" owl schedules, leaving only two electrically-propelled vehicles on SFMRy Owl runs; two PCC cars preforming hourly schedules on lines K--INGLESIDE and L--TARAVAL. There is little likelihood that these PCC owls will be replaced by buses, due to their long streetcar-only run through Twin Peaks Tunnel. Also effective on September 6th, SFMRy resumed full trolley coach service (except for the hourly owl schedule, which will be continued to be served by motor coach) on Line 41--UNION-HOWARD. The line was severed into three parts last November 10th, with trolley coach operation on two ends, with a bus connection in the middle. On weekends and at nite, the entire line was serviced by diesel buses. The severence was caused by the construction of the "Golden Gateway" in the Downtown area.

The new buses that Mack is supposed to lease to SFMRy will have Flxible "Aquarium" new look bodies, the engines, of course will be Mack diesels. The San Francisco Board of Supervisors cancelled a proposed $300,000 study aimed at modernizing the Municipal Railway.

A popular rumor among San Franciscans is that SFMRy will convert PCC streetcar line J--CHURCH to motor coach operation so as to alleviate the

CALIFORNIA CAPITULATIONS--SFMRy (CONTINUED):

present shortage of PCC cars. The "J" line, unlike the four other rail lines, has no tunnel operation, and only about five blocks of private-right-of-way. Presently, "J" owl schedules are handled by buses.

During the period of 40 days, now set to begin on December 6th, that SFMRy will shut down the three line cable car system for repairs to the power house and cable system, service on lines 59--POWELL-MASON, 60--POWELL-HYDE and 61--CALIFORNIA will be operated by buses. Mack coaches of the 2600 series, the ones that are geared unordinarily low, for hill operation, are said to be the coaches that will be used on these lines during the shut-down. Whatever equipment is used will undoubtedly provide an exciting ride on San Francisco's steep hills, however we're sure that, however interesting the ride may be, it won't have the atmosphere or uniqueness of the cable cars.

LONG BEACH PUBLIC TRANSPORTATION CO. : In August, LBPTCo took delivery of ten new GMC fishbowls. Numbered 5111-5120, the new buses carry serial numbers TDH-53032013-TDH-53032022. These shiney blue buses are similar to 5101-5110 that LBPTCo got in January, except that they are equipped with "air-assist" push rear exit doors. With air-assist, the passenger can keep the rear door open with only a light touch, instead of working against a spring. The 20 51-seat 'bowls are assigned to lines 6--ATLANTIC-ORANGE, 9--EAST SEVENTH-BELLFLOWER and 11--EAST BROADWAY-LAKEWOOD-BELLFLOWER and, on weekends, on 5--NORTH LONG BEACH. With its fleet of 50 'bowls, LBPTCo can cover all Sunday, and almost all Saturday schedules with new look coaches.

As was expected, the remaining four TD-4506's, Nos. 7528-7531, were retired with the arrival of the new buses. Also retired, were the following 7600 series TDH-3610's: 7601 TDH-3610284; 7602 TDH-3610285; 7605 TDH-3610288; 7606 TDH-3610289; 7609 TDH-3610292; 7610 TDH-3610293; 7611 TDH-3610294; 7625 TDH-3610401; 7627 TDH-3610403; 7628 TDH-3610404. The above 3610's, along with the 7630-7634 series TD-3609's, which have not as yet been sold, were moved off the property, to a location said to be on the Long Beach International Airport. The remaining 3610's are presumed to be the best of the lot and are numbered: 7603 TDH-3610286; 7604 TDH-3610287; 7607 TDH-3610290; 7608 TDH-3610291; 7612 TDH-3610295; 7626 TDH-3610402; 7629 TDH-3610406. Already repainted two-tone blue and renumbered are: 7604, now 3601; 7607, now 3602; 7603, now 3603. The 3610's may be seen on weekdays on Line 2--SANTA FE AVE.-CHERRY AVE.

Except for two coaches, all of LBPTCo's 45-seat TD-4507's and TDH-4507's have been repainted two-tone blue and renumbered into the 4500 series, 4567-4589. 7533, now 4566 was given an all-white paint job; to which safety slogans were applied, reminding motorists that school will soon start, and so, to drive carefully. In the future, 4566, too will get blue paint. The remaining coach, No. 7532, which has an unusual sash arrangement, with schoolbus-type window handles mounted on the top of the window, has not been repainted. In recent trips to the LBPTCo garage, we noted that the 7532 appears to be out of service, and is positioned next to the retired 4506's.

LBPTCo has halted and reversed the long downward trend in patronage, which almost all public transportation companies are suffering from. Passenger and gross revenue increases have been registered for the first four months of 1964: Figures for identical periods in 1963 and 1964 show passengers increased from 3,044,813 in 1963 to 3,067,301 in 1964, while gross revenues rose from $671,503 to $686,504. (It must, in all honesty be pointed out that "gross revenue" is determined before such deductions as depreciation are taken out. What with the 35 new buses that LBPTCo has purchased since last November, we should suspect that depreciation is much higher, and that "net revenue", which is determined after all deductions, as a result

CALIFORNIA CAPITULATIONS--LBPTCo (CONTINUED):

net revenue was probably down.) Agressive management, modern New Look coaches and careful, "sharp" looking drivers have contributed to the raise in patronage. Recently, we observed drivers handing out route maps and schedules to passengers, WITHOUT THE PASSENGER EVEN HAVING TO ASK FOR THEM!

SOUTH COAST TRANSIT CORP.: PAIRYS REPLACE FISHBOWLS-- SCTC has lost its two 43-seat TDH-4517's, Nos. 2125 TDH-45171018, and 2126 TDH-45171019. In an equipment switching move made by parent, AMERICAN TRANSIT CORP., the 4517's were sent up to METROPOLITAN TRANSIT CORP. (formerly OVERLAKE TRANSIT INC.), a subsidiary in Seattle, Wash. In exchange for the 4517's ACT sent two of MTC's PD-3751 ex GREYHOUND silversides, Nos. 2832 and 2834, to SCTC for their charter work. The 3751's are unlike most silversides, in that all windows slide open, ordinarily, only every other window is moveable. They are painted white with some red striping. In place of the 4517's, for SCTC transit service, ATC sent two more 39-seat GMC TDH-3714's (pairys), Nos. 153 and 154 to SCTC. They join units Nos. 155-157, of the same type, which provide most of the transit service on SCTC's lines. All five coaches, with their metallic and light green paint jobs came to SCTC from WESTSIDE TRANSIT LINES, another ATC subsidiary, in New Orleans, La. SCTC received Nos. 155-157 (TB-10/63) in September of last year.

SCTC has repainted the following of its charter coaches in the new metallic green and light green paint job: No. 26, a GMC PD-4103, formerly in ATC's old "fruit salad" paint scheme; No. 111, an ACF-Brill IC-41 intercity coach; and 112, a 41 seat slant-window intercity Crown coach.

BAKERSFIELD MUNICIPAL TRANSIT SYSTEM: BMTS passengers suffered from a double blow on July 1st. First of all, the basic fare was raised from 20¢ to 25¢. The special higher night fare was eliminated; 10 ride school tickets were raised to $1.50; a special shoppers pass sells for 40¢, and allows for a round trip for that fare. Five cent zone fares remain unchanged. Secondly, there were major reroutings, reducing the number of lines from 7 to 6.

Route changes are listed on Page Seven; service changes are:

1--MAYFLOWER-CASTRO: Hourly service during base, and on Saturdays. Half-hourly rush-hour service. (Route moved from 18th St. to 19th St.)

2--STOCKDALE HWY.-VIRGINIA COLONEY: Service on this line is hourly during the base and Saturday periods, half-hourly during the weekday rush hours. (The Virginia Coloney end formerly had 75 min. base and 60 min. rush serv)

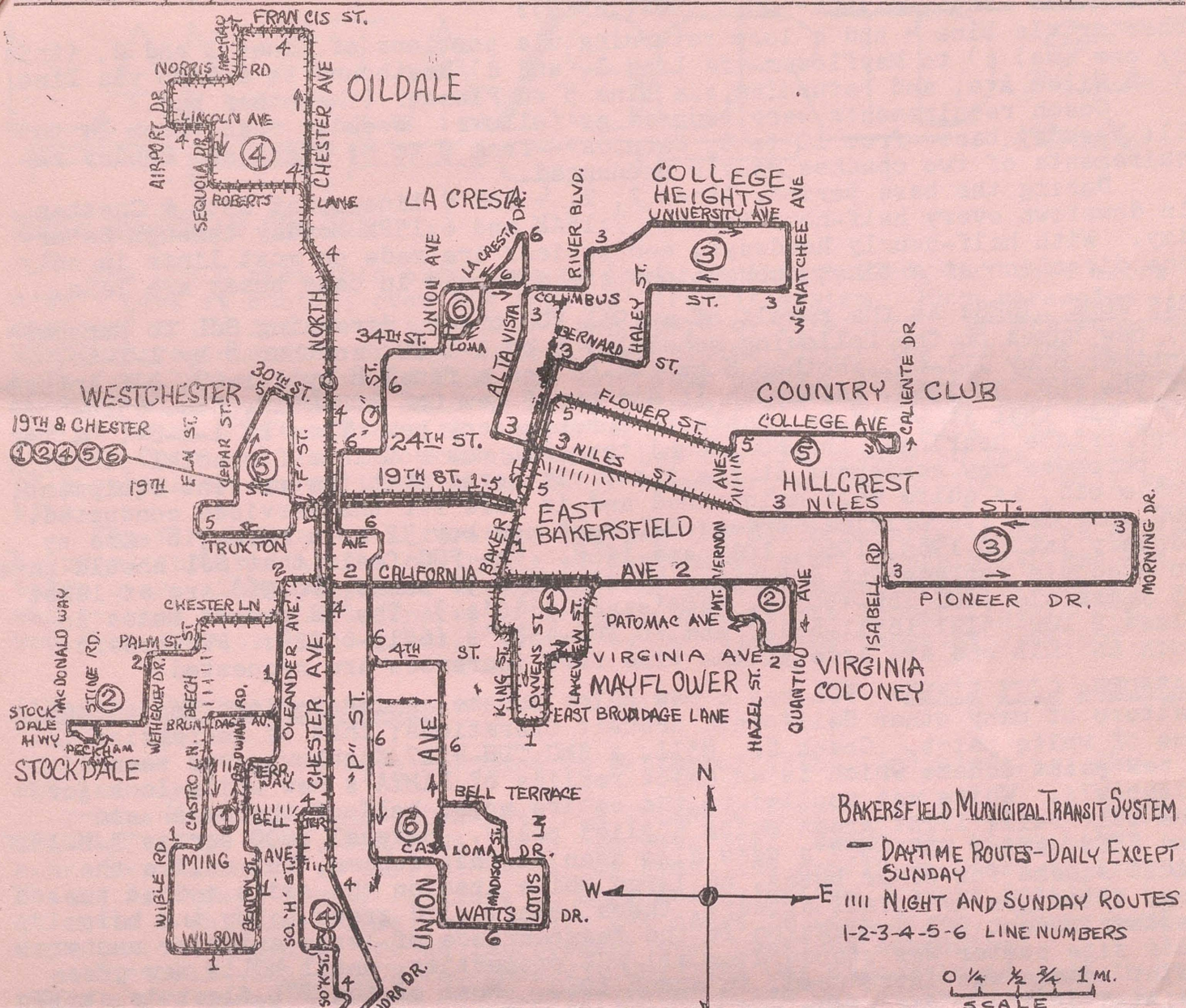
3--E. NILES-PIONEER-COLLEGE HEIGHTS: Direct connections for downtown Bakersfield are made at Baker & Niles in E. Bakersfield. The standard hourly Monday to Saturday base headway, and half-hourly Monday to Friday rush-hour headways are to be found on this line. Alternate coaches no longer turn back at Niles & isabel, the whole end of the line being reduced to hourly service (the inner portion formerly had half-hourly service.)

4--OILDALE-SO. CHESTER: No schedule changes on this line, its 30 minutely Monday to Saturday (including rush hours) service remaining intact.

5--COLLEGE-FLOWER-WESTCHESTER: Keeping its half-hourly Monday through Saturday headways, we suspect that it was unchanged so as to provide direct connections in both directions with Line 3 at East Bakersfield. If service was reduced to hourly, only one bus would be needed, and thus connections could be made in only one direction at a time. This would require a wait of 30 minutes on the part of some passengers.

6--LA CRESTA-SOUTH "P"-WATTS DRIVE: Hourly base service was established on La Cresta and South "P" (formerly no service operated between 9:32AM and 2:32PM.) Saturday service on the Watts Dr. portion was improved from 75 to 60 minutely, the standard headway for this line, whenever it operates.

Night and Sunday service is accelerated by two buses on what amounts to four routes from downtown: a) via Line 4 to Oildale, b) South on



REROUTING TABLE

LINE NO.	LINE NAME	PORTIONS OF OLD LINES	EXTENSIONS OR REVISIONS
1	MAYFLOWER-CASTRO	1-MAYFLOWER, BELL TERR. END OF 2-BELL TERR.-COLLEGE HEIGHTS	(a) LARGER "MAYFLOWER" LOOP (b) "BELL TERR" LOOP EXTENDED ONE MILE FURTHER SOUTH TO WILSON & CASTRO
2	STOCKDALE HWY.-VIRGINIA COLONEY	STOCKDALE END OF 6-COLUMBUS-STOCKDALE, VIRGINIA COLONEY BRANCH OF 3-VIRGINIA COLONEY-E. NILES-CASA LOMA	VIRGINIA COLONEY LOOP SLIGHTLY REROUTED
3	E. NILES-PIONEER COLLEGE HEIGHTS	COLLEGE HTS. END OF 2-COLLEGE HTS-BELL TER, E. NILES BR. OF 3-VIR. COL-E. NILES-CASA LOMA COLUMBUS END OF 6-COLUMBUS-STOCKDALE	COLUMBUS END OF LINE 6 & COLLEGE HTS END OF LINE 2 COMBINED INTO LARGE ONE-WAY LOOP. LINE NO LONGER GOES DOWNTOWN-DIRECT LINES CONNECTION AT E. BKSFLD
4	OILDALE-SO. CHESTER	4-OILDALE-SO. CHESTER	OPERATION OVER "OILDALE" LOOP REVERSED FROM CLOCKWISE TO COUNTER CLOCKWISE
5	COLLEGE-FLOWER-WESTCHESTER	5-COLLEGE-FLOWER-WESTCHESTER	NO ROUTE CHANGE
6	LA CRESTA-SO. "P" ST.-WATTS DR.	7-LA CRESTA-SO. "P" ST CASA LOMA END OF 3-VIRGINIA COLONEY-E. NILES-CASA LOMA	FORMER LINE 7, WITH SOUTHERN END ENLARGED INTO ONE-WAY LOOP, SOUTHBOUND VIA "P" ST, AND NORTHBOUND VIA CASA LOMA

CALIFORNIA CAPITULATIONS--BMTS (CONTINUED):

Chester via Line 4 and a loop returning via portions of Lines 1 and 2, (this by one bus) c) to Mayflower via Line 1, and d) Eastbound to a loop via Line 3 on Niles Ave, and returning via Line 5 on Pioneer (the other bus.)

Coach requirements were reduced as follows: Weekday rush--from 14 to 11; Weekday base--from 10 to 8; Saturday--from 9 to 8; Night and Sunday requirements of two coaches remain unchanged.

During the base period, lines 1, 2, 4 and 6 line-up at 19th & Chester in downtown every half-hour between 7:15AM and 6:15PM Monday through Saturday. With half-hourly headways, connections are made on most lines in only one direction at a time; connections are not held in case buses are late.

SAN JOSE LINES: As the result of a 1961 PUC order, directing SJL to purchase 37 new buses on the following schedule: 5 by 1-1-62, another 8 by 1-1-64, another 8 by 1-1-65, another 8 by 1-1-66 and a final 8 by 1-1-67, SJL informed the PUC, in 1963, (although it did buy 5 new GMC TDH-4517, Nos. 6518-6522, in 1961) that it would be unable to purchase any new buses by 1-1-64. After appropriate hearings, the PUC found that SJL was not in a financial position to purchase new equipment at the time. It noted that the present equipment, while old, is quite well maintained and is safe for the services conducted. PUC ammended its original order; SJL must now buy 32 more buses, 8 more by January 1st of 1965, 1966, 1967 and 1968. The PUC feels that SJL should have an adequate replacement program. 44 of SJL's 56 buses (78.9%) are at least 15 years old (GMC TDH-4507's, 3609's and 3610's.) The 12 newest buses inclued 2 TDH-4512's (6511-6512) and 10 TDH-4517's (6513-6522). PUC orders such as this one are made at the time fare increases are requested.

PASADENA CITY LINES: PCL has a new color scheme, which follows the recent pattern of many other California transit operations; that of increasing the use of white paint. Coach No. 8511, a GMC TDH-4517 fishbowl, was seen with a new paint scheme which is an exact replica of LAMTA's new white look for fishbowls. White was applied to the entire upper half of the coach above the belt rail; light green being applied below. Several 8600 series TDH-3610 and 8500 series TDH-4507's were also seen in this scheme, but unlike the LAMTA scheme for older buses, no large white area on the sides and at the rear below the belt rail appears, there being solid green below the belt. Another recent PCL innovation is the reappearance of large exterior numbers. This size number was standard on all NCL properties, until NCL's new green paint scheme was introduced, in about 1960. Most of the PCL fleet is still painted in the light green and white roof paint schemeof NCL.

POMONA BUS LINES: PBL has applied for a raise in fares from 20¢ to 25¢, which if granted would give PBL $16,500 a year. In applying for the raise, PBL owner, NORMAN EILER explained that in the past four years, he has lost from $3,000 to $5,000 per year, in providing transit service for the city of Pomona. Pomona's present service four lines, two operating on 30 and two on 60 minute headways; no Sunday or night service is provided. Schedules are generally filled with GMC TGH-3102's and one ex-SMMBL TDH-3714. EILER stated that he would like to get out of the transit business, and proposed that the City of Pomona buy ten of his buses, and provide the transit service. Meanwhile, he would keep 12 buses for his profitable charter and school bus business. The assistant city administrator, KEITH MULROONEY said that the city will probably take-over the line "for a one-year trial period." After this, the city will decide on one of four possible choices: 1) Continuing City operation of the lines; 2) Discontinue the operations; 3) Lease the operation to a private company; 4) Turn the operation over to another publically owned operation, such as the SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT.

LAMTA/SCRTD REPORT

By David Landes

SCRTD BECOMES A REALITY

The SCRTD came into existance, at last, on August 22nd, but that alone didn't give it control over Los Angeles' transit system. Four vacancies remained to be filled on the eleven man Board of Directors. On September 23rd, representatives of the incorporated cities within the District met to vote for the men who would fill the last four seats. The first SCRTD board meeting will probably be held in early October, and the second meeting, the one at which SCRTD officially absorbs and replaces LAMTA, will take place late in October. For the moment, LAMTA has been relegated to the position of a caretaker agency pending the SCRTD takeover, at which time it will expire.

The first piece of literature bearing the SCRTD name (without an emblem, however) appeared at the beginning of September, even though SCRTD had not taken over. This pamphlet, the annual Los Angeles County Fair promotion, was printed near the beginning of August, when it was thought that SCRTD would be operating the transit system by the time the pamphlet came out.

ALHAMBRA SERVICE REARRANGED

Lines 61 and 79 were rerouted on September 13th. Individually, the changes were:

Line 61A--LONG BEACH-PASADENA VIA ATLANTIC BLVD. became line 61--LONG BEACH-ATLANTIC BLVD.-PASADENA. New headways are: weekdays, every half hour from Pasadena to Garfield & Garvey Aves. and hourly Pasadena to Long Beach; Saturday, hourly Pasadena to Long Beach; Sunday, hourly Pasadena to Atlantic & Whittier Blvds., and every two hours to Long Beach. These headways (except Sundays) are an improvement over previous schedules.

Line 61B--LONG BEACH-PASADENA VIA WHITTIER was discontinued, and in its place a new line, 38--LONG BEACH-WHITTIER-EL MONTE was started. This new line duplicates the former 61B route, however, the old portion of 61B from El Monte to Alhambra was abandoned, due to poor patronage and "duplication" of other lines. Line 38 operates three round trips per day, in place of the four trips that line 61B operated.

LAMTA NEWS BRIEFS

SERVICE CUTS: LAMTA's lameduck status didn't prevent it from instituting a number of service cuts that became effective on September 13th, the day of the System Shake-up. Sunday service was eliminated on lines 30--EVERGREEN AVE. and 78--HYPERION AVE.-TALMAGE ST. Saturday service was totally cut out on lines 43--AVE. 50-EL PASO DR., 69--LOS ANGELES-HELLMAN AVE., 73--VAN NESS AVE., 80--EMERY PARK and on the Yosemite Dr. leg of line 31--HOLLYWOOD-GLENDALE-PASADENA.

FREE BUS: LAMTA's agreement with Los Angeles radio station KLAC (570kc) was extended for another 12 weeks. Under the agreement, KLAC pays the cost of operating a bus, on which riders pay no fare. The "free bus" begins its

LAMTA/SCRTD REPORT--LAMTA NEWS BRIEFS (CONTINUED):

ninth week on October 5th. The specially painted bus, No. 2321, has been on lines operating out of Divisions 4-5, 7 and 8. The existance of the "Free Bus" provides an ideal opportunity for transit enthusiasts to get in a lot of riding at a minimum cost; the bus doesn't run on weekends, however. LAMTA information will tell you on what line the bus is operating each day, or you can listen to KLAC (this is the radio station's intention) for the "Free Bus" announcements.

ANOTHER "SUPER FLYER": Line 60--LOS ANGELES-POMONA-RIVERSIDE-SAN BERNARDINO had another "Super Flyer" run added to its schedules, on weekdays only, bringing the total of such flyers to two round trips. The new run leaves Los Angeles at 11:25AM, and returns from San Bernardino at 1:15PM. The new run, unlike the other trip, bypasses Pomona Station.

PCC CAR SOLD: PCC car No. 3101 was sold to the GOLD CAMP RAILWAY & MUSEUM CORP., of Cripple Creek, Colorado. The GCR&MC plans to use the car on its 42 inch gauge tourist and museum operation in that Rocky Mountain state.

REPAINTED COACHES: The following coaches have been repainted since last listing in this publication: 2101, 2104, 2113, 2117, 2123, 2137, 2142, 2218, 2313, 2383, 2388, 2397, 2918, 2926, 2940, 2948, 2955, 2956, 2958, 5182, 5188, 5199, 6537, 6560, 6561, 6562, and 6594. LAMTA is still repainting coaches, even though the SCRTD takeover (and a possible color scheme overhaul) are rapidly approaching.

NOTICE TO MEMBERSHIP:

In accordance with the motion passed at the September, 1964 regular meeting of the UNITED TRANSIT BOOSTERS, the following policy regarding the publication of membership lists was established: Any member, who first notifies the secretary, in writing, of his wishes, may have his name deleted from any and all PUBLISHED membership lists.

EDITORIAL COMMENTS:

Last month we more or less promised an answer to the burning question, "How should 'SCRTD' be pronounced?" We must report that we did not receive as much comment on this query as we did regarding a nickname for SCRTD. It would seem that the majority of those expressing an opinion or preference on the subject advocated the use of SCiRT(d), pronounced skirt. Your editor, however, prefers his own SCRŭTŭD. His justification is that (or so it would seem to him) philosophically, all of the initials should be pronounced, and that the vowell which is least nociable should be added, this being the "short U" (ŭ).

Obviously it would appear that the only democratic thing to do would be to adapt the majority opinion. Unfortunately, however, the publication of this effort is not a democratic effort, thus your editor feels no need to be governed by such principles. He will, thus decree that the official publication pronouncement for SCRTD is SCRŭTŭD, and further, while he is editor, there shall be no additional negotiations on this subject! (Harrumph!) --GLS