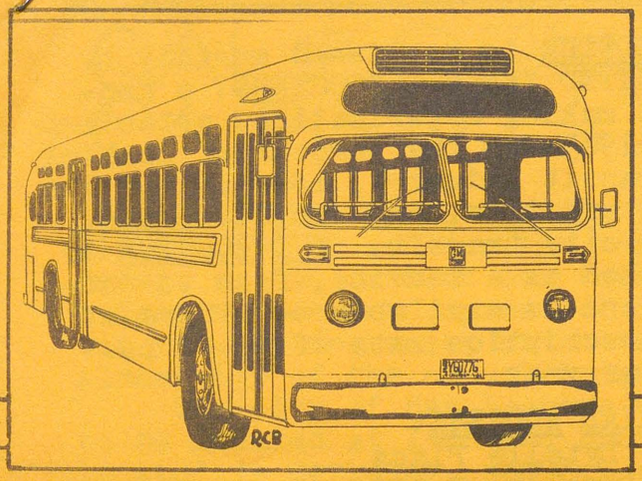


THE BOOSTER

Monthly Publication of The United Transit Boosters

"Dedicated to Better Transit"

Vol. 2, No. 10 October, 1964 Ten Pages

BALTIMORE TRANSIT PART I

(Ed. Note: Here, we present the first of a two part observation of BALTIMORE TRANSIT COMPANY, over the years, by corresponddent, and Baltimore resident, Harry E. Bennett, Jr.--GLS)

If you think that BTCo never had the NCL "fruit salad" colors, you are way off. The story: BTCo (or its predecessor to 1935, UNITED RAILWAYS AND ELECTRIC) as far back as I can remember, from the early thirties, and up to the present, has never been completely one color. In my earliest memories, one-man front entrance deck roof cars and the Peter Witts as well as the articulateds (front entrance, but two-man) were yellow, while the rear entrance two-man deck roof cars, including the MU cars, were red, with a sign by the front door "Enter Red Cars at Rear." With the coming of the PCC cars, in 1936, the dark green was adopted (a dark green lower half, and a cream upper half, being divided by an orange belt stripe.) These three colors (the green being applied to the few buses and to the trackless trolleys, starting in 1938-1939) lasted throughout World War II. NATIONAL CITY LINES took over BTCo operation in 1945. The great conversion era of from streetcars to buses or trackless trolleys took place between 1947 and 1949. About 460 buses were purchased during this time (200 GMC TDH-4507's, 100 Ford Transit 69-A's and 162 ACF-Brill C-44's.) All of these buses were painted in NCL's fruit salad (yellow, green and white) paint scheme. All older buses that were retained (some Yellow Coaches, and 40-passenger GMC's) were painted to match. In about 1950, when 20 GM TDH-4509's were purchased, they were painted yellow, with a grey roof. Sometime between then and the 1958 purchases, about 30 GMC TDH-5103's and over 100 TDH-5105's had been added, the earliest being painted yellow, with grey roofs, the latter with white roofs. The green color scheme (light green, with a dark green belt) was introduced in about 1958, with the addition of the last 25 TDH-5105's, but not all of the older buses had been repainted from grey roofs to white roofs, and by then the repainting to green had started. Last year, apperantly anticipating the arrival of the TDH-5303's, and GM's recommendation for white roofs on buses with airconditioning, BTCo began painting the roofs of the older buses, white. Thus far (5/64) no ACF-Brills have been repainted. The METROPOLITAN TRANSIT AUTHORITY (the regulatory agency for the Baltimore Metropolitan area, with legislative permission to purchase BTCo, but reluctant to do so) has ordered BTCo to purchase more new buses. But BTCo refuses. Months of hearings and possibly court cases are possible. Meanwhile, BTCo intends to replace the ACF Brills, whenever they do purchase new buses. (More, next month.)

U T B Club News & Meeting Notice

PERPETUAL MEETING NOTICE: In accordance with a motion passed at the October, 1964 regular meeting of U.T.B., all members are hereby notified that, unless they are notified otherwise, all future regular meetings of the organization will be held on the second Sunday of each month, in the Studio-Auditorium of the Gary-Knause Apartments, located at 245 South Lucas Ave., in the Crown Hill section of Los Angeles.

To reach any meeting by public transportation, board a LAMTA Line 4--MELROSE AVE. coach northbound on Hill St., in downtown Los Angeles; ride to 3rd and Lucas; disembark, and walk one block north. The building in which the meetings are held is located on the northwest corner of Miramar and Lucas

All meetings are scheduled to convene at 7:30PM.

The November, 1964 meeting will be held on Sunday, November 8, 1964.

NEW MEMBERS: A hearty Welcome Aboard to new U.T.B. members CAMERON BEECH, (No. 35) of San Francisco, Calif., and DOURLAS TRAXLER, (No. 36), of Milwaukee, Wisc. Glad to have you with us.

--------*----*----*----*----*

8608 PROJECT REPORT: As of this date, approximately $315 of the $416 needed to pay for the former GLENDALE CITY LINES bus that UTB recently acquired, has been received. Full payment on the bus is due on October 31st. As was pointed out in the flyer that was sent to you with last month's issue of THE BOOSTER, this coach is most historic, and is the only one, of its type, that is still in "mint condition" and is still running in Southern California (if not the entire West Coast.) Delivery of this bus was taken in September, and it is now storred at the Orange Empire Trolley Museum, at Perris, Calif. The coach is in need of such things as tires, a voltage regulator, ignition system rewiring and a good battery, all of which will run into additional money.

If the bus is not paid for by October 31st, we face the probable loss of this coach which, despite its many needs, is still in running condition, indeed was driven from Glendale to Perris, a distance of approximately 80 miles, under its own power, at speeds up to 55 miles per hour.

The success of this project depends upon YOU! Can't you spare $20, $10, $5 or even $1? Reach deep down in your pocket and see if you can't come up with some contribution toward this worthy cause.

THE BOOSTER is published monthly by the UNITED TRANSIT BOOSTERS, a non-profit making organization, established in 1963 for the purpose of backing the transit industry, learning of its characteristics, and promoting the use of city transit. THE BOOSTER is published as a service, free to members; and is available to others at the subscription rate of $2.00 per calendar year.

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CALIFORNIA CAPITULATIONS

BY WARREN F. QUON

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT (ACCTD): ACCTD recently adopted a $15,433,100 budget for the next fiscal year--and did so without a raise in fares, or the present tax rate of 12½¢ per $100 of assesed valuation. The budget allows for payment of the 30 fishbowls now on order, and an automatic 4% wage increase, which takes effect in December, making payroll costs almost 63% of the annual budget

The city of San Leandro will receive a second "Park and Ride Center", to be located at 14th and Euclid Aves. The first such East Bay center, is located in Berkeley, and has proved a success. The San Leandro center will accomodate, at no charge, 150 automobiles, the drivers of which patronize ACCTD service to more congested areas. In other San Leandro news, that city will conduct a one-month trial of the "Shop-A-Round" pass, which is now being used in downtown Oakland. The boundaries for the San Leandro pass include: East 14th St., and Washington Ave., between Dutton Ave. and Blossom Way or Marina Blvd. Pass conditions are (as in the Oakland pass), it is purchased for a single fare, unlimited riding in the restricted area between 9:00AM and 3:00PM and a ride home if used before 3:00PM. In the first month of the Oakland pass, 22,485 were sold.

ACCTD is to investigate possible use of articulated buses, and for this effort, will apply for a Demonstration Grant from the Federal Housing and Home Finanac administration for financial assistance for the project.

ACCTD has offered to assist the Contra Costa County city of Pinole in its city transportation problems. Pinole is not currently served by ACCTD, but is served by GREYHOUND's Contra Costa Division commuter service.

Metro Media has taken over advertising on ACCTD buses, as they have on other transit properties in the larger California cities. MetroMedia has a vast western advertising empire, including such properties as radio and TV stations (KTTV, Channel 11, in Los Angeles).

Through a welcoming service in Berkeley, Albany, El Cerrito and Kensington ACCTD will distribute free round trip bus tickets, route maps, and and the tour booklet "Sunshine Trails" to new residents of the above cities.

The following service improvements were instituted in August. Line 79--HIGH ST. was extended from Daisy St. and Tompkins Ave. to Mountain Blvd. and Knoll Ave. in Leona Heights. On the south, or Alameda end, buses were rerouted off of High St., so as to serve the Park St. shopping area, druing the base period of from 9:00AM to 2:00PM. At other times, the line will continue as before from East Oakland to Bay Farm Island over High St. Line 55--DAVIS-DUTTON was rerouted through the San Leandro Central Business District from Dutton Ave., via East 14th, Juana Ave., and Clarke St. to Davis St., during the base and PM rush periods on Weekdays only. Transbay line W--SAN FRANCISCO-ENCINAL will have several buses routed directly through the South Shore, instead of making a large loop in the area, saving 7 to 10 minutes; rush hour service is also being increased by one trip. Line 68--EL CERRITO was retouted between Fairmount Ave. and Stockton St., via Ashbury Avd., so as to avoid a steep grade and a winding street.

STOCKTON METROPOLITAN TRANSIT DISTRICT (SMTD): A $910,000 bond issue was approved by stockton area voters by a 2 to 1 margin, the actual vote being 25,008 to 13,040 in favor of the bonds. To insure passage of the bonds, only a simple majority (51%) was needed, as opposed to the usual 2/3, which most bond issues must muster. This bond issue will cost the average home owner only $1.20 per year, and will be added to his tax bill. FRED

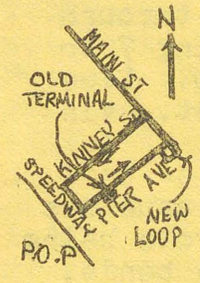
CALIFORNIA CAPITULATIONS--SMTD (CONTINUED):

SCHINEIDER, Chairman of the District Board of Directors said "If everything goes all right, we will be able to operate the district by the first of October." This action will bring to an end, the operation of the privately owned STOCKTON CITY LINES and LINCOLN BUS LINES. The $910,000 has tentively been budgeted by the SMTD Directors as follows: $357,000 for the purchase of all property and 40 buses belonging to the two bus lines. The bus yard facilities and offices will be modernized, costing $72,000. $40,000 will go for repainting and overhauling of the 40 buses. $332,000 will go toward the purchase of some new buses. $7,000 will be spent for 350 new SMTD bus stop signs. Remaining bond funds will be used to pay initial interest payments on the bonds, as well as miscellaneous purchases and expenses. The District may take over before October 1st, by leasing the two companies, so as to effect a speedier modernization of the system.

SANTA MONICA MUNICIPAL BUS LINES (SMMBL): SMMBL raised fares by a nickel, to 20¢, effective September 13th. Tokens, however, now sell at 5 for 80¢, or 16¢ each. Thus, a ride for faithful SMMBL riders increases by only one cent. Tokens formerly sold at 6/90¢ or 15¢ each, which afforded no savings, and which explained the fact that nobody ever bought tokens. The additional zone charge of 5¢/zone remains unchanged. There was no increase in the cost os school cards.

Early in June, SMMBL repainted bus No. 116, a GMC TDH-3714, into the new color scheme. Actually, there is no change in the colors of dark blue and light blue, but the "Style" of the scheme was simplified. Formerly, SMMBL (non fishbowl) buses were painted with a dark blue bottom, and a light blue top, which was divided at the belt rail; about an inch below where the dark blue started, was a 6 inch light blue band, in which area, on the sides, the name SANTA MONICA MUNICIPAL BUS LINES (at least in days bone by) was written. The new scheme was simplified by the elimination of the 6 inch light blue band. This scheme is now identical to that of LONG BEACH PUBLIC TRANSPORTATION CO. and BAKERSFIELD MUNICIPAL TRANSIT SYSTEM. The 116 is one SMMBL's smallest buses (37 seats) of which four were kept for operation on a light line. The other coaches are Nos. 118, 122 and 123 and are used on Line 5--PICO CAR LINE-WEST LOS ANGELES-VETERANS' HOSPITAL, and are used only on weekdays. On weekends, Line 5 is through routed with Line 2--WILSHIRE BLVD. with line 2 buses, in which case line 2's big 51 seat TDH-5301's (on Saturday) or 45 seat TDH-4517's (on Sunday) appear on Line 5. Line 7--PICO BLVD.-SANTA MONICA-OCEAN PARK is the only line to use 5300 series, 51 seat TDH-5301 and 5303's on Sunday. Lines such as 1--SANTA MONICA BLVD. and 2--WILSHIRE BOVD. which normally use the larger buses, use the smaller 45 seat TDH-4517's on Sunday, because of lighter loads.

Because of the demolition of old buildings at Speedway and Pier Ave. terminal of Line 7, in Ocean Park, coaches have been terminating at Main St.



and Pier Ave., instead of making the loop as indicated in the map to the left. The Pacific Ocean Park terminal reminds this writer of the trips he used to make, when he was younger, and frequently took the blue buses to the beach, instead of the big red cars on the VENICE SHORT LINE. In those days, buses used Pier Ave in both directions. The Ocean Park terminal was L. A.'s answer to San Francisco's cable car turntables, a bus turntable. We recall the way SMMBL's old Whites used to drive onto the turntable and get turned around for the trip back out. A system of fences and turnstyles was used the unloading and boarding of the crowds of passengers. When SMMBL began buying buses with wheel bases that were longer than the diameter of the turntable, the use of the latter was discarded. The turntable

CALIFORNIA CAPITULATIONS--SMMBL (CONTINUED):

was taken out and buses began using Kinney St. and Speedway. Even today, at the foot of Pier Ave., a circular outline, marking the location of the bus turntable. This fact, is most noteworthy, and is worthy of being viewed, because buses, unlike their rail counterparts, leave little remains of their passing in public streets.

PEERLESS STAGES SYSTEM (PSS): Not quite satisfied with the Saturday service cuts that it instituted on the LOS GATOS-SAN JOSE line that were made on April 11th, (TB-7/64), PSS decided to cut weekday service on that same line. Effective June 13th, 11 trips from Los Gatos to San Jose were eliminated, reducing the toral from 34 to 23. In the other direction, 9 trips were eliminated providing 28 instead of 37 trips. This line, which still has its 16 different route variations, now has service gaps as big as two hours, due to the fact that trips not cut out were not rescheduled to create an even headway. In some instances, two buses will leave San Jose at the same time (or close to it) headed for Los Gatos, via different routes; then there won't be another bus for an hour! Also on July 13, an additional trip was added to the schedule, from Santa Cruz to San Jose and Oakland, via Los Gatos, on Sunday nights only. The last trip through Los Gatos is 7:25PM on weekdays, and 9:10PM on Sundays. June 13th also saw PSS giving the SAN JOSE-MONTA VISTA-MOUNTAIN VIEW-LOS ALTOS Line the axe. The three round trips from San Jose to Mountain View, and the one round trip to Los Altos, on weekdays only were completely abandoned beyond Monta Vista (a point just over half the length of the former line.) The service now consists of 6-7 round trips on roughly a 2 hourly headway; with 3-4 round trips on Saturday. As before, there is presently no night or sunday service. One round trip, however, does continue to operate to Loyola (a point 5 minutes beyond Monta Vista) Before the service cuts, there were 8 round trips between Loyola and San Jose. Points beyond Monta Vista are left without PSS service; Los Altos' 20,600 residents are without any public transportation, except taxi's; Mountain View's 26,000 residents are a little more fortunate, having half-hourly GREYHOUND service on the SAN FRANCISCO-SAN JOSE line, plus SOUTHERN PACIFICS Peninsula commuter service. There is now only one route from San Jose to Monta Vista, as against the former four. On the new San Jose-Los Gatos schedule, the SAN JOSE-EAST FOOT HILLS LOOP Line, and its hourly service, which was formerly on a separate timetable. On August 2nd, 3 of the 5 round trips on the OAKLAND-SAN JOSE-SANTA CRUZ Line were extended from the GREYHOUND Santa Cruz Station to a point called Santa Cruz Casino, a point 10 minutes running time further. This line usually sees such GM intercity equipment as PD-4104's and 4106's.

ORANGE BELT STAGES (OBS): The two 41-reclining seat GM TDM-4515's that OBS bought earlies this year from LAMTA, have been renumbered, but not repainted. The ex 2403 became OBS No. 46; the ex 2405 has not be seen, however, if OBS follows its normal numbering scheme, it would be OBS No. 48. OBS recently repaved its Bakersfield storage yard.

SANTA ANA BUS SERVICE (SABS): The fourteen Mack C-45GT's which SABS recently acquired from LAMTA (TB-7/64) are believed to have been renumbered 1-14. We have noted the following three cases of renumbering: LAMTA 5042 is now No. 6, 5049 is No. 10 and 5038 is No. 14. Some of these units have been equipped with large overhead baggage racks.

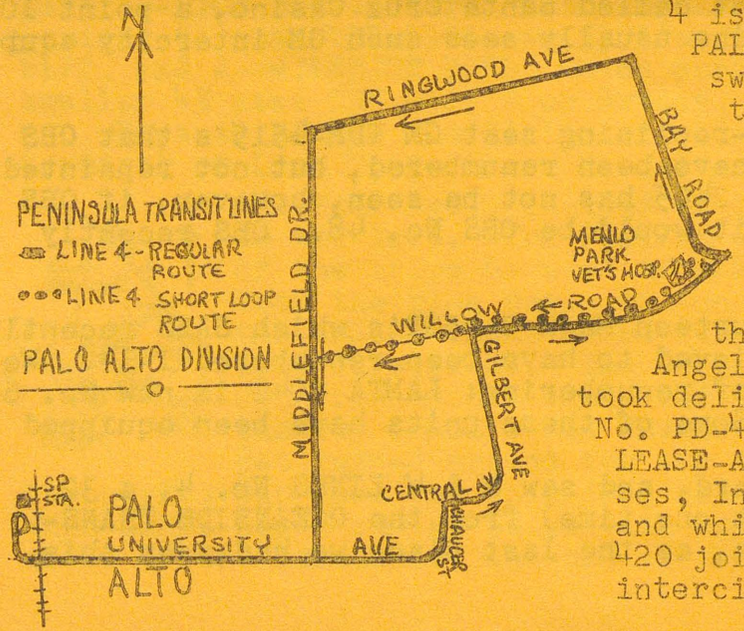
On 9-6-64, we visited the SABS yard, and saw M & W LINES No. 4, a 32 seat Marmon-Harrington, which came (at one time) from the OCEANSIDE TRANSPORTATION SYSTEM. This was a surprise, as the last place we had seen this

CALIFORNIA CAPITULATIONS--SABS (CONTINUED):

bus had been in a used-bus lot on Vermont Ave., in Torrance. Also spotted, were the two new arrivals, still in their VEGAS TRANSIT paint schemes and numbers. Nos. N129 and N132 are 32 seat Marmon-Harringtons, and are thought by some to have been part of the CROSSTOWN SUBURBAN BUS LINES 501-525 series. Some of SABS's "new" Marmons were probably bought so as to provide spare parts for SABS'S 8 brown and white Marmon's

PENINSULA TRANSIT LINES (PTL): In an effort to obtain a subsidy for its Redwood City Division, as it has done in the Palo Alto Division, PTL requested an annual $16,000 annual subsidy. PTL stated that if it didn't get the subsidy, it would apply to the PUC for permission to discontinue service on Line C--SAN CARIES-REDWOOD CITY-PALO ALTO (with its one round trip per day), and to reduce Redwood City operations to one bus covering all four lines, providing 120 minutely service between 8:00AM and 5:00PM, Monday thru Friday. Present service of 60 minutes between 7:00AM and 6:00PM is provided by two buses. When Redwood City said "No subsidy" PTL went to the PUC, who was hesitant to approve the requested service cuts, but suggested that PTL and Redwood City get together again and try to establish the $16,000 subsidy, and recommended purchase of five new buses, for expansion of service All of this would cost the average Redwood City homeowner, only $2.30 a pear--a small price to pay for a decent bus service. If Redwood City and PTL could not get together, the PUC would then consider the service cuts. On August 18th, in an effort to gain public support for the subsidy, a public meeting was held by PTL, with free transportation, over all four lines, provided by PTL. Upon seing notice of the meeting to improve service, one person, used to seing PTL's whether beaten Ford Transits', wrote on the notice "THANK GOD!" At the meeting, in an effort to discredit the PUC recommendation for 5 new buses, a city councilman claimed that 3 would be enough. PTL spokesmen stated that 5 were required to insure adequate service for the area. Those persons who attended the meeting were not interested in improving the bus system, but preferred to talk about trolley car service, or gossip about their neighbors. The meeting ended with PTL and Redwood City still far apart--we hope they can get together.

Over in the Palo Also division, PTL reduced service on the entire length of Line 4--MENLO PARK-VETERANS HOSPITAL by routing 6 trips over a shortened version of the line, affording hourly gaps on portions of this half-hour service line, with half hourly service to Veterans Hospital. Line 4 is through routed with Line 1--SOUTH PALO ALTO and Line 2--STANFORD buses switching back and fourth between the three lines. All Saturday service in Palo Also is on a hourly headway, with all Line 4 trips operating over the large route.



ROESCH LINES (RL): RL, a San Bernardino area charter operator, who also operates scheduled service from the San Bernardino Valley to the Los Angeles International Airport, in June took delivery on a brand new GM PD-4106, serial No. PD-41062778, which it is leasing from LEASE-A-COACH, a Division of Carson Enterprises, Inc. The coach is painted in RL's red and white scheme, and is numbered 420. The 420 joins one of the largest rosters of GM intercity equipment in the state, for a Cal-

CALIFORNIA CAPITULATIONS--RL (CONTINUED):

ifornia only operator. The roster consists of six GM PD-4103's, Nos. 400-405, plus five PD#4104's, a few ex-GREYHOUND Silversides, plus two big 49 seat, three axle luxury Crown coaches, Nos. 411 and 412. RL also operates BESTWAY CHARTER LINES, formerly of Riverside, and is repainting BCL red and white, and is renumbering them into the RL roster, Nos. 406 and 407 are ex-BCL coaches. RL also has a number of engine-in-front GMC-Wayne coaches, with 66 seats, for use in school service, and for use on the daily round trip operated during the summer months, between San Bernardino and Big Bear Lake. The latter operation goes under the name of WESTERN TRAIL STAGES, and is one of Southern California's most scenic bus rides. One of the biggest users of RL's charter service is the United States Army, who uses RL buses, along with those of AIRPORTRANSIT and SOUTH COAST TRANSIT CORP. to transport draftees from the induction center at 11th and Broadway in downtown Los Angeles to the Los Angeles Union Passenger Terminal, where trains take them to the Fort Ord, California training center.

On August 31st, RL discontinued service to March Air Force Base, and combined the two L. A. International Airport Lines into one: LOS ANGELES-ONTARIO AIRPORT-SAN BERNARDINO-REDLANDS, with a shuttle making direct connections for Riverside at Ontario International Airport. Five daily round trips to Los Angeles are run from all points.

HIGHLAND TRANSIT (HT): HT, who operates the NINTH ST. LOCAL Line in San Pedro in June acquired San Pedro's newest bus purchase. It is said to be HT's No. 208, however no number has been applied, as yet. The bus was purchased from CULVER CITY MUNICIPAL BUS LINES, and was CCMBL No. 306. The bus is a gas powered TGH-3101 (TGH-3101716) and has been repainted on the outside only. The colors are a dark blue body, with a white roof and red around the standee windows. San Pedro's last new bus purchase before the 208, was also made by HT, when it obtained No. 207, a second-hand 32 seat Marmon-Harrington, in 1962. The balance of the HT fleet consists of two 27 seat Ford Transit's, Nos. 202 and 204. HT's NINTH ST. LOCAL lines operates half-hourly in the base, and 15 minutely in the rush. The line is a combination of the former NINTH ST. and THIRTEENTH ST. lines some years ago. HT's normal color scheme is a red belt rail, with dark blue below, and white above.

AIRPORTRANSIT(APT): APT started a new line between the Continental Hotel, on the Sunset Strip, in west Hollywood and the Los Angeles International Airport. The five daily round trips began operating on June 3rd.

VILLAGE BUS SERVICE (VBS): Palm Spring's hourly city service, which runs up and down Main St., and which service is provided by a pinkish brown 32 seat Marmon-Harrington, may be taken over by the City of Palm Springs. VERN MARAUSKIS, an official of VBS, which is owned by TANNER MOTOR TOURS of Los Angeles, said that the line has been losing $5,000 annualy, and that "Tanner cannot afford to go on, with such a loss." A report by M. A. SAMUELSON, District Representative for the Motor Coach Division of the General Motors Corporation, made for the Palm Springs Chamber of Commerce, at no cost, revealed that a city owned and operated bus line would cost $100,000 to set up, and would have to be subsidized to the extent of $4,000 per year. On September 9th, the PSCC requested the City Council to order a feasibility study on the proposed municipal bus line.

HEMET BUS LINES (HBL): In September, HBL owner P. C. CROSS applied to the Public Utilities Commission for permission to discontinue completely, all

CALIFORNIA CAPITULATIONS--HBL (CONTINUED):

operations on the RIVERSIDE-PERRIS-SUN CITY-HEMET Line. This line was started on January 16, with two round trips being operated daily, except Sunday. Because of a $1,668.10 loss in carrying 1,870 passengers from January 16th to April 30, HBL cut service on May 1st to three round trips a week and replaced the 29-seat Flxible Clippers with a smaller 15-seat Mercedes-Benz coach, that was cheaper to operate. Despite these economies, HBL continued to lose money, to the extent of $388.92, which was incurred in hauling 497 passengers between May 1st and July 31st. If HBL gets the nod from the PUC to abandon the line, which has already lost $2,057, then its only service will, once again, be the three round trips daily (one on Sundays) on the RIVERSIDE-SUNNYMEAD-HEMET Line.

INGLEWOOD CITY LINES (ICL): In July, ICL was seeking a raise in the basic fare from 25¢ to 30¢, and to establish a token rate of 3/80¢ (26-2/3¢ each) also to raise to 15¢, the present children's fare of 10¢ and the school fares, which currently consists of tokens selling at 10/$1.00.

ICL has, in the past few years, had great losses in business. This, in part, is caused by non-availability of information, by the passenger (no bus schedules), poor maintenance standards, and lack of newer equipment.

Coach Numbers	Builder	Year Built	Seats	Model Number	Serial Numbers	Comments
100	GM Coach	1947	32	TGH-3207	031	Converted to Diesel
101	GM Coach	1947	32	TGH-3207	030	" " "
102	GM Coach	1947	32	TGH-3207	035	" " "
103	GM Coach	1947	32	TGH-3207	036	" " "
104	GM Coach	1947	32	TGH-3207	037	" " "
105	GM Coach	1947	32	TGH-3207	038	" " "
106	GM Coach	1947	32	TGH-3207	034	" " "
107-108	GM Coach	1951	36	TDH-3612	1142-1143	Purchased New
109	GM Coach	1952	36	TDH-3612	1717	" "
111-113	GM Coach	1945	36	TG-3609	442, [illegible]	Ex Spokane City Lines
116	Yellow	1941	45	TD-4505	041	Ex LATL 6100 series
117	Yellow	1941	45	TD-4505	074	" " " "
118-119	GM Coach	1959	45	TDH-4512	3082-3083	Only Air Suspension Coaches on Property
120	Yellow	1941	45	TD-4505	148	Ex LATL 6100 series
121	Yellow	1941	45	TD-4505	?	" " " "
122	GM Coach	1946	45	TD-4507	142	Ex LAMTA 6983
123	GM Coach	1946	45	TD-4507	152	Ex LAMTA 6973
124	GM Coach	1946	45	TD-4507	136	Ex LAMTA 6989

Statistically, it might be pointed out that the mean, median and mode ages of the coaches on the ICL roster is 1947 (with the standard deviation being equal to five years.) The 111-113 series gas coaches are out of service, and have been put up for sale. The 100-106 series are the most commonly seen coach on the system.

ROSSMOOR CORPORATION (RC): RC, who operates Rossmoor Leisure World, a semi-retirement village, near Long Beach, acquired, in July, two brand new GMC suburban coaches. The new 'bowls, complete with 41 reclining seats, overhead luggage racks and airconditioning, bear no coach numbers, however serial numbers on the units were noted to be SDM-4502014 and SDM-4502015. The buses are painted in a metallic blue and light blue scheme, not unlike the neighboring LONG BEACH PUBLIC TRANSPORTATION CO.

LAMTA/SCRTD REPORT

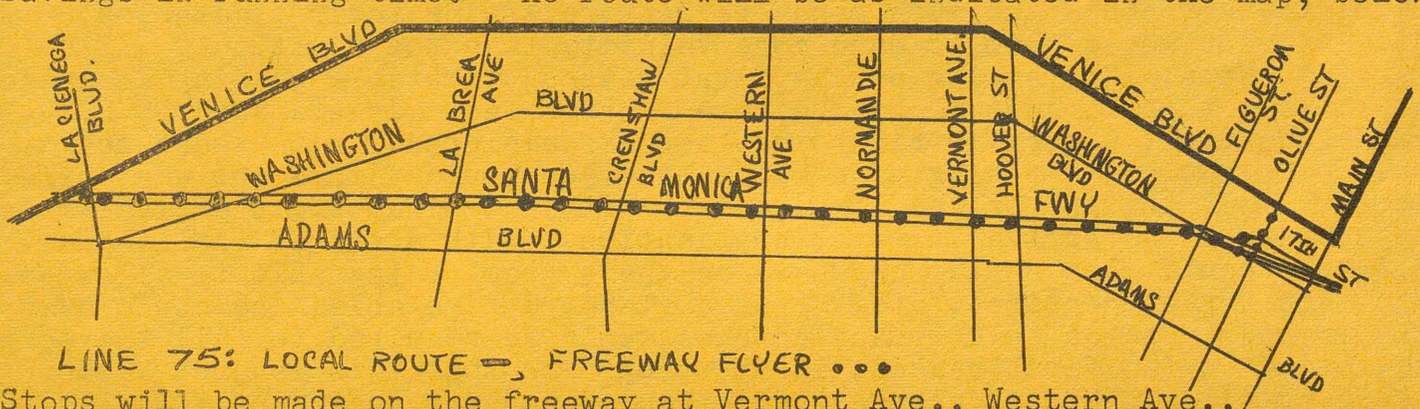
By David Landes

SCRTD TAKES OVER ON NOVEMBER 5TH

The Board of Directors of the SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT at its organizational meeting, held on September 23, decided that they would hold their first regular board meeding on October 21st, and their second meeting on November 5th. According to the SCRTD Act, the new District officially absorbs the LOS ANGELES METROPOLITAN TRANSIT AUTHORITY on the occasion of its second regular board meeting, thus November 5th will mean the demise of LAMTA and the debut of SCRTD.

VENICE FREEWAY FLYER

In early November, when the Santa Monica Freeway opens between Vermont Ave. and La Cienega Blvd., the present Line 75--VENICE BLVD.-ECHO PARK AVE. express service, which now uses Venice Blvd., will be shifted to the new Santa Monica Freeway. The new route will result in about a seven minute savings in running time. The route will be as indicated in the map, below:



LINE 75: LOCAL ROUTE —, FREEWAY FLYER ...

Stops will be made on the freeway at Vermont Ave., Western Ave., and Crenshaw Blvd. These are the same stops that are now made by expresses operating on Venice Blvd., except that the stop at Hoover St. is eliminated. The stop (at least) at Vermont Ave., will be made at on-ramp turnouts, rather than turnouts provided at freeway level.

NEW LONG BEACH DIVISION

SCRTD will build a new Division (terminal, station, garage) in the city of Long Beach, to replace the space currently being rented from P. E., at Fairbanks Yard. SCRTD will exchange the old Morgan Yard property for a parcel now owned by the city of Long Beach. The new parcel is bounded on the south by 7th St., on the west by Chester Pl., and on the east by Maine Ave. The Morgan Yard property had too poor street access, while the new location has good access. The exchange of property will be an even trade, with no money involved, but will be slightly to the advantage of SCRTD, as the new parcel is slightly larger than the one being given up.

SCHEDULES ASSUME NEW FORMAT

LAMTA has introduced a new idea in timetables--the "non-schedule". All detailed shcedules have been eliminated, in the new format, except for the

LAMTA/SCRTD REPORT--SCHEDULES ASSUME NEW FORMAT (CONTINUED):

detailed schedule of service between 10:00PM and 6:00AM (night and owl service) The rest of the "schedule" is devoted to a summary of service at all other times. An example of the new format, taken from a Line 49--SAN PEDRO-SOUTH FIGUEROA is given below:

	6:00AM to 9:00AM	9:00AM to 4:00PM	4:00PM to 7:00PM	7PM-10PM
Daily	Every 5-12 minutes	Every 20 minutes	Every 10-15 min.	20-30 min
Saturday	Every 15-20 min.	Every 20 min.	Every 20 minutes	20-30 min
Sunday	Every 30 minutes	Every 30 minutes	Every 30 minutes	30 min.

It should be quite obvious that a schedule such as this would be of dubious value. When is the bus coming? All you know is that you won't have to wait more than 30 minutes an any time of the week! If arrival times were given, one could reduce the wait quite substantially.

The justification for this type of schedule, according to LAMTA, is twofold. First, LAMTA claims that too many people were confused by the other type of schedule, and that this "simplifies" things. In our opinion, it over simplifies things to the point that it is useless. Secondly, LAMTA claims that it costs too much money to keep reissuing their timetables. This argument would seem to have more validity than the first.

(Ed. Note: Commenting on the first reason, timetable reading is indeed an art--one that is enjoyed by the true transit fan. In standard PE-MCL-LAMTA schedules, a very intricate system was developed. With these schedules, once you get the hang of reading them you could figure out what time your bus left the end of the line, and to within 5 minutes its arrival time at your stop, and arrival time at destination. With a set of LAMTA schedules, one could plan a trip anywhere on the system, being able to allow enough time for connections, etc. From a standard timetable, one could even make a good guess as to how many coaches would be required to fill the schedule, etc. On the first reason, it is my opinion that this is just a good excuse to allow LAMTA to change the schedule whenever they want to. All they ever do, anymore is make cuts in the schedule--this we can do without. With the new format, we don't even know when they make the cuts!--G. L. S.)

About nine of these enasciated schedules have been issued, so far. Riders on the following lines have, thus, been inconvenienced: 3--WEST 6TH-CENTRAL AVE., 4--MELROSE-WEST OLYMPIC, 5--HAWTHORNE-UNION STATION, 9--WEST JEFFERSON-SOUTH GATE, 26--WEST PICO-EAST FIRST, 44--BEVERLY-WEST ADAMS, and 95--VERNON-VERMONT. The line 4 and 44 "schedules" don't even mention the limited rush-hour express service, which is operated on these lines

MORE REPAINTED BUSES:

The following LAMTA coaches have been spotted, sporting brand new light green and white paint jobs, since the last count:
2035 2123, 2151 2202, 2214, 2215 5171, 5174, 5178, 5189, 5192
5206 6501, 6502, 6503, 6504, 6529, 6533, 6535, 6563, 6564, 6568, 6571, 6580, 6583, 6584, 6585, 6588, 6593.

LETS ALL GET BEHIND THE 8608 PROJECT!

We are quite disappointed with the response to pleas for funds to help preserve former GLENDALE CITY LINES bus, No. 8608. We are still about $100 short of the amount needed to pay for the bus. How about it?