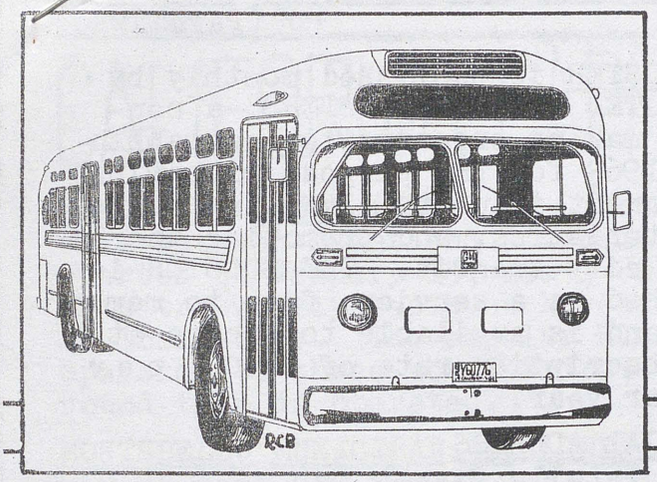
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THE BOOSTER

Monthly Publication of The United Transit Boosters

"Dedicated to Better Transit"

Vol. 2, No. 12 December, 1964 Ten Pages

NEW YORK CITY

The NEW YORK CITY TRANSIT AUTHORITY recently established a new bus route over the new Verrazano-Narrows suspension bridge, connecting the New York City burroughs of Brooklyn and Staton Island. The new route, known as Line R-7--VERRAZANO-NARROWS BRIDGE, is 6.1 miles in length, for which the running time is 22 minutes. Service provided is on a 24 hour basis, with 10 minute rush-hour service, and 15 minute base and night service; owl service is provided hourly; Sundays headways are 7½ minutely in the base period, and hourly at night. The line operates between the 95th St. station of the BMT FOURTH AVE. subway line, in Brooklyn, and the intersection of Clove Rd. & Victory Blvd., a main surface connecting point (also near a college) in Staton Island. The line is being operated with NYCTA's new fishbowl coaches, and traverses the worlds newest suspension bridge, the main span, of which, is only a few feet longer than San Francisco's Golden Gate Bridge, long known as the worlds longest suspension bridge. This service replaces ferry boat service, which formerly connected Brooklyn and Staton Island.

ALBUQUERQUE

The City of Albuquerque is scheduled to take over operation of the ALBUQUERQUE BUS CO. on February 1, 1964. The new city department is to operate under the name of ALBUQUERQUE TRANSIT SYSTEM, and is to control city and suburban transit, as well as charter operations in that New Mexico city.

ST. LOUIS

Gleaned from Willard B. Thomas, writing in COACHWAYS, a publication of the Bus History Association of St. Louis, is the following list of formerly privately owned transit companies that were taken over by the Illinois-Missouri Bi-State Development Agency, in the spring of 1963:

In Missouri:
- ST. LOUIS PUBLIC SERVICE CO.
- ST. LOUIS COUNTY TRANSIT CO.
- FERGUSON-BROADWAY BUS LINES
- V-K BUS LINES

In Illinois:
- EAST ST. LOUIS CITY LINES
- BELLEVILLE-ST. LOUIS COACH CO.
- CASEYVILLE BUS LINES, INC. and its associate, INDUSTRIAL BUS LINES INC.
- VANDALIA BUS LINES, INC.
- O'FALLON-BELLEVILLE COACH CO.
- CITIZENS COACH CO.
- COMMUNITY COACH CO.
- COUNTY COACH COMPANY
- BROWN MOTOR LINES, INC.
- WOOD RIVER-ALTON BUS LINES, INC.

RENO

(Warren F. Quon Reporting) RENO BUS LINES, who operates local service in Reno, "The Biggest Little City in the World" with gas powered 31-seat GMC TGH-3101's and 27-seat TGH-2708's, announced in October, that it was unable to continue operating at a loss.

(Continued on Page Two.)

U T B CLUB NEWS MEETING NOTICE

The January regular meeting of the UNITED TRANSIT BOOSTERS will be held on Sunday, January 10, 1965, and will be convened at the usual time and place, the Studio-Auditorium of the Gary-Knause Apartments, 245 South Lucas Ave. at 7:30PM. The regular meetings for February and March will be held on Sunday, February 14, 1965, and Sunday, March 14, 1965, at the same time and place, unless notice is received to the contrary.

To reach any meeting by public transportation, board a SCRTD Line 4--MELROSE AVE. coach northbound on Hill St., in downtown Los Angeles (or elsewhere, at your convenience) ride to Third 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.

NEW MEMBER: A hearty WELCOME ABOARD to new U. T. B. member, George P. Llewellyn, Jr., of Silverdale, Wash

* * * * * * *

RENO (CONTINUED):
As a result, the NEVADA TRANSIT CO., who operates an hourly service between Reno and Sparks, suing such equipment as gas powered model TGH-3102 GMC's and 782 White's, was given permission to operate its line over a portion of RBL's FOURTH ST. Line, thus providing the northeast section of reno with some transit service.

On October 26th, the City Council decided to call for franchise bids. A City Councilman remarked that the Council should "ask the bus line operators if they would consider operating until next July 1st, until we can study the problem. In that time, we could consider the possibility of a subsidy." There is no money in the budget right now to subsidize the transit system."

A typical non-public transit minded municipal official's answer to a needed bus service that needs financial assistance now, and not a year later is the only reaction yet heard, to Reno's public transportation problem, is the quote listed above. Meanwhile, according to latest reports, RENO BUS LINES will discontinue all operations sometime in late 1964.

* * * * * * * * * * * * *

DUES & SUBSCRIPTIONS which would ordinarily be due on January 1st, will be delayed until February 1st, pending a possible raise in either or both. Please donot remit, until you have been notified of the new rates.

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

HEMET BUS LINES (HBL): On October 30th, HBL discontinued its tri-weekly service between Hemet and Riverside, via Sun City and Perris. Originally started on January 15, 1964, on a two round trips per day basis, it was cut to a tri-weekly basis on May 1, 1964. Despite cuts, the service continued to lose money. The regular RIVERSIDE-SUNNYMEAD-HEMET route continues to operate its three round trips, daily except Sunday and Holidays, when one round trip is operated.

MONTEBELLO MUNICIPAL BUS LINES (MMBL): In October, MMBL acquired four brand new 35-seat GMC TDH-3501's, which have been numbered 23-26 by MMBL. The new buses, serial numbers TDH-3501113--TDH-3501116, are believed to be the first of this new GM model to be delivered to a California operator. Production of the new model began sometime after mid-1964--60 of the first TDH-3501's (serials TDH-3501009--TDH-3501068) went to the SAVANNAH TRANSIT AUTHORITY, in Georgia, to replace older 36-seat GMC TDH-3612's, built in the early 1950's. MMBL has generally assigned 23-26 to the BRADSHAWE Line, but have been seen on the WHITTIER BLVD main Line on Sundays. The buses have dual headlights, but otherwise resemble the discontinued GM models TGH-3101 and 3102, which were in production from about 1950 to 1963. MMBL's 3501's are diesel powered, however the TDH/TGH-3501 is also available with a gas engine. The seats in 23-26 are by the American Seating Co., and feature extra large hand holds. On the rear of the new coaches, are two sets of red tail lights. The inner set are stop lights, while the outer set are turn signals. Lower side windows are of tinted glass--the ride afforded by the coaches is fair.

On September 13th, the WHITTIER BLVD. line had its base service cut from 12 to 13 minutely. Saturday base of 15 minutely, and Sunday base of 20 minutely, remain unchanged.

FRESNO MUNICIPAL LINES (FML): September 1st, saw the following service changes on the FML system: (Refer to FML map --TB-6/64)

Line 1--WISHON-FRESNO STATE COLLEGE: The Blackstone Ave. (FSC) end was redesignated Line 1-A to avoid confusion, as both branches use portions of the same street

Line 2--WEST AVE.-PINEDALE: Base service on the West Ave. end was improved on weekdays from 60 to 30 minutely, to match that of the longer Pinedale end. The entire route now operates 60 minutely on Saturday and 120 minutely on Sunday.

Line 3--EAST BELMONT-WEST CALIFORNIA: Sunday service was cut from 60 to 90 minutely.

Line 4--EAST TULARE-NORTH FRUIT: In a route swap between Lines 4 and 7, the "C" St. portion went to Line 7, while Line 4 got "N. Fruit" back, which it had had before the last route changes. This change hurt Line 4 to the extent that weekend base service was cut from 30 to 45 minutely on Saturday, and from 60 to 90 minutely on Sundays, the standard for the N. Fruit line.

Line 6--HAZELWOOD-AIRPORT: Sunday service was cut from 60 to 90 minutely.

Line 7--MAYFAIR-"C" ST.: Obtaining the "C" St. branch from Line 4 benefited Line 7, as weekend service here, was improved; from 45 to 30 minutely on Saturday, and from 90 to 60 minutely on Sunday, the standard of service on the "C" St. line.

It is of interest to note that while weekend service has diminished in this fairly large San Joaquin Valley City, all seven lines, which operate on half-hourly headways on weekdays, are provided with service on both Saturday and Sunday, on headways of no worse than two hourly.

FML has repainted all 14 of its fishbowls in the new paint scheme of

CALIFORNIA CAPITULATIONS--FML (CONTINUED):

white and salmon red. FML had added a new intercity coach, a GMC PD-4106, which it has numbered 630, to its roster of charter coaches. Also on this roster are Nos. 252-253, GMC PD-4103's and at least three ex-GREYHOUND PD-3751 or 4151 "Silversides, numbered 83, 84 and 86.

FML's manager, THOMAS W. BURKE will resign his post at Fresno, effective December 31st, and will leave to accept a similar post with the new minicipal operation in Albuquerque, New Mexico.

HIGHLAND-PATTON BUS LINES (H-PBL): Effective last July 26th, H-PBL reduced Monday through Saturday service on its HIGHLAND-PATTON route, in the base period, between 11:55AM to 3:10PM, was cut from 20 to 30 minutely; one trip was cut out, during the evening half-hourly rush service, leaving one one-hour gap in service. Hourly Sunday service is now confined to the hours of 9:00AM to 4:30PM, the former first and last trips having been cut. The NINTH & VICTORIA route also lost its hourly Monday through Saturday service. Buses now operate on a 120 minute headway between 8:10AM and 6:15PM.

H-PBL recently acquired two more 1947 GMC 36-seat TDH-3610's, in November. The "new" buses came from the LONG BEACH PUBLIC TRANSPORTATION CO., where they were retired, in August. They have been numbered 25 (ex-LBPTCo 7601, TDH-3610284) and what we believe will be 26, as it has been repainted, bus no number has been reapplied (ex LBPTCo 7628, TDH-3610405). The coaches retain their LBPTCo white roofs, as well as the pale green around the windows; below the bottom window line, yellow has been applied. 25 and 26 are usually to be found on the HIGHLAND-PATTON route.

SOUTH COAST TRANSIT CORP. (SCTC): SCTC recently received two more 39-seat, front door only GMC TDH-3714's from WESTSIDE TRANSIT LINES, in New Orleans, Louisiana. Nos. 151 and 152 join their identical sisters, already at SCTC, Nos. 153-157, giving SCTC 7 TDH-3714's, the only type of vehicle used for their transit operations.

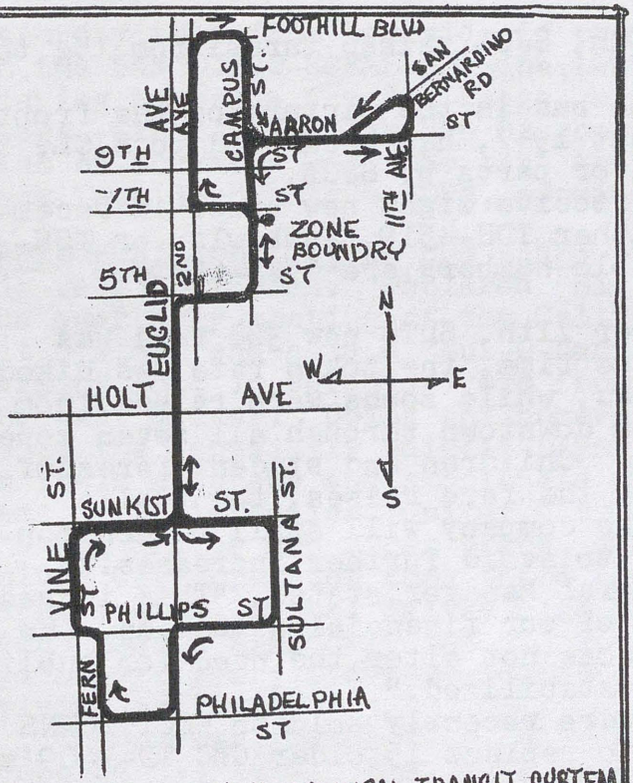
In October, SCTC took over the operation of the HUNTINGTON BEACH-SANTA ANA STAGE LINE, which operated six round trips daily except Sunday, between Huntington Beach, Santa Ana, Orange and El Modena. HB-SASL's only bus was No. 104, a 25-seat Wayne school bus, with a Chevrolet engine, in front. SCTC uses a TDH-3714 on this line, now.

ONTARIO MUNICIPAL TRANSIT SYSTEM (OMTS): Effective January 1, 1965, OMTS is going to private operation! Contrary to the trend from private to public operation, under the new set-up, the present superintendant will own the system. Plans call for retaining the present hourly service, operated daily except Sunday, on the only line, which operates between Upland and Ontario, making a large loop at either end. Fares will remain 25¢, plus 10¢ a zone, and 15¢ for children. It is planned to purchase one brand-new transit-type bus for the UPLAND-ONTARIO Line, and a parlor car for charter work. New buses will be painted white, with a yellow belt rail. All new equipment is being purchased due to the fact that maintenance has been the costliest item for the OMTS system.

The present fleet consists of 100-102, 36 seat GMC TDH-3610's, purchased second hand from BUTTE CITY LINES (Montana); all three are in "junk" condition, and still retain their WESTERN TRANSIT SYSTEMS colors of light green, dark green and white paint scheme. No. 103 is a 27-seat Ford Transit, now painted blue and white. No. 104 is a 36-seat Superior transit-type bus, with both front and center doors, and was acquired early in 1964; it is the bus used on the line, as the others are out of service.

OMTS started operations in 1960, after CITRUS BELT LINES had abandoned all operations in 1959. The 3 TDH-3610's were purchased to provide hourly

CALIFORNIA CAPITULATIONS--OMTS (CONTINUED):



ROUTE MAP-- ONTARIO MUNICIPAL TRANSIT SYSTEM
ROUTE OF ONTARIO-UPLAND LINE
DIRECTION OF TRAVEL
MAP COURTESY UTB MEMBER, ED BUCKLEY
DRAWN BY GERALD L. SQUIER

service, daily except Sunday, on two lines, however the crosstown line was quickly discontinued when patronage was found to be insufficient, and loses began to mount. Continued losses caused a raise in fares from 20¢ to 25¢, however this action fail- to reduce loses enough, as high maintenance costs on the 1948 coaches was high. The single line had to absorb all of the overhead costs, such as insurance, supervision, etc., all by itself.

The present OMTS superintendent, to be the new owner, hopes that the new equipment will reduce maintenance costs, while the charter work will bring-in sufficient revenues to offset the losses suffered by the transit line.

LONG BEACH PUBLIC TRANSPORTATION COMPANY (LBPTCo): In November, LBPTCo was conducting a two week origin & destination (O&D) study to determine better route patterns for the future.

Coach No. 4566, (ex 7533, TD-450159) that was formerly painted all white, with school slogans for safety, has been repainted into a "Candy Cane Coach", with alternate red and white stripes, for the Christmas season. After the first of the year, it is expected that the 4566 will finally get the two-tone blue paint scheme, thus becoming the last operating LBPTCo to do so.

INGLEWOOD CITY LINES (ICL): ICL was authorized to raise its fares on, or after December 4, to offset operating losses of over $20,000 a year. Fares will go from 25¢ to 30¢ a ride, and tokens go from 4/$1 @ 25¢ ea. to 3/80¢ @ 26-2/3¢ each; school fares go from 10¢ to 15¢ a ride.

SAN PEDRO MOTOR BUS CO. (SPMBCo): On October 10th, SPMBCo was given permission to raise fares from 15¢ to 20¢, a ride, and to raise the price of the 30 ride school ticket from $2.50 (8-1/3¢ a ride) to $3.50 (11-2/3¢ a ride); the child fare was boosted from 10¢ to 15¢.

The Public Utilities Commission ordered SPMBCo to report to it within six months on its plans to upgrade its fleet, which consists mostly of 1940 vintage Ford Transit's. An SPMBCo representative stated that his company had insufficient funds with which to buy new equipment.

Two other San Pedro area transit companies, HIGHLAND TRANSIT, INC. and and LA RAMBLA BUS LINE also recently received permission to raise their fares from 15¢ to 20¢, making San Pedro a 20¢ minimum fare town.

PETTAS TRANSPORTATION SERVICE (PTS): PTS, who provided local service in the Contra Costa county city of Pittsburg, using a Marmon-Harrington coach, had its authority to operate a passenger stage service in Pittsburg revoked early in March of this year. We now believe that the only service now provided in Pittsburg is by WESTERN GREYHOUND LINES' Contra Costa division of its San Francisco Bay Area commuter operation.

CALIFORNIA CAPITULATIONS (CONTINUED):

SAN JOSE CITY LINES (SJCL): On September 20th, SJCL raised fares from 15¢ to to 17¢ a ride. Zones remain at a nickel.

Former STOCKTON CITY LINES No. 1621, the bus in the picture on the front of GLENDALE CITY LINES timetables after about 1947, has been sold to SJCL. The 36-seat TDH-3610 is now being scrapped for parts by SJCL.

Under a PUC order (TB-9/64) SJCL is to receive eight new buses in December. They will probably be GMC coaches, either TDH-4519 fishbowls, or TDH-3501's. If they are fishbowls, their probable numbers are 6523-6530.

SAN DIEGO TRANSIT SYSTEM (SDTS): On November 11th, SDTS new 30¢ fare was officially confirmed by the PUC. At the same time, the token rate was hiked from 6/$1.50 @ 25¢ ea., to 4/$1.10 @ 27½¢ ea., while zones were raised from 8¢ ea. to 10¢ ea. Now, for a SDTS ride from downtown through all seven zones will cost 80¢, as opposed to the former 70¢. Children and student fares of 15¢ per ride, remain unchanged. In granting the fare raises, the Public Utilities Commission stated, "It is clear the company will still be confronted with grave problems that must be solved to avoid further increases." JAMES C. HAUGH, SDTS Vice President and General Manager stated, "This increase is sorely needed, due to the seriousness of our financial situation. We hope that it will stop company losses. It does not alter the need for public operation, so that fares and service may be stabilized."

The 15 SDTS 900 series TDH-4509's that were recently sold to WEST TOWNS BUS COMPANY in Chicago, were probably used to replace 15 older GMC TD-3609's which have recently been put up for sale by WTBC.

UTB Member Bill Wootton recently overheard some rumors to the effect that Line W--LINCOLN ACRES-NATIONAL CITY, a hourly Monday thru Friday only line, may have all, or part of the line cut out; further, that a number of other reductions in service will result from the January "shake-up", resulting in more driver lay-offs--this is only in the rumor stage, at this time.

GARDENA MUNICIPAL BUS LINES (GMBL): On December 6th, GMBL speeded up base service on Line 1--LOS ANGELES-GARDENA on Monday thru Saturday by 10 minutes between L. A. and 14th & Hawthorne Blvd., cutting running times from 66 to 56 minutes. Rush hour, night and Sunday running times remain the same, in fact, Sunday base running times are 61 minutes, 5 minutes slower than weekday. The principle reason for the speed-up was to put into effect a four-way connection at Gardena Blvd & Vermont Ave., which is made every 40 minutes, between 2 line 1 and two Line 3--GARDENA-COMPTON coaches, during the weekday base period, and also to establish outbound Line 1 connections at 120th & Vermont with Line 2--WESTERN-VERMONT, every 40 minutes, and inbound connections for line 1 from line 2. GMBL is one of the few operators who try to give transfering passengers a break by establishing direct connections whenever possible with all of their lines

GMBL also cut out one round trip on Line 1 on Saturday, although maintaining the basic 40 minute service. Line 2 lost a trip operated Monday through Thursday, providing service for Gardena High School Adult evening classes, at 182nd & Normandie, leaving Gardena at 6:14PM, and returning at 9:30PM. Gardena adults must now drive, in order to get educated. Line 3 had one early evening round trip added to its schedule, between Gardena and Compton, but lost the last round trip from Compton for Gardena on Saturdays. The last trip now leaves Compton for Gardena at 7:25AM, instead of 8:00AM.

SAN DIEGO ECONOMY LINE (SDEL): On November 2nd, SDEL cut out almost all Saturday service on the LAKESIDE-COLLEGE GROVE shuttle. There was at one time five round trips on the line on Saturday. The one and only Saturday

CALIFORNIA CAPITULATIONS--SDEL (CONTINUED):

Saturday trip from Lakeside is provided by the coach performing the service on the SAN DIEGO-HOMELAND Line, which is usually SDEL's TDH-4512, No. 74, leaving Lakeside for San Diego, spending all day between Homeland and San Diego, finally leaving San Diego for Lakeside at 5:45PM, when it pulls in. Also on November 2nd, the last trip for San Diego, from Lakeside was moved back from 3:45PM to 4:10PM, providing a slightly later service out of Lakeside.

SANTA MONICA MUNICIPAL BUS LINES (SMMBL): The week October 19 thru 25 was a big week for SMMBL. Declared "Big Blue Bus Week" by the Mayor, SMMBL hosted the quarterly meeting of the California Association of Publicly-Owned Transit System, and held a "Bus-O-Rama" at the Santa Monica Civic Auditorium parking lot, in which drivers from various operations competed to determine the best driver. Doing the honors for the event was SMMBL's TDH-4517, No. 4552, the especially painted Olympics bus. Contestant drivers were rated on their accuracy and smoothness of operation, and came from municipal systems in Santa Monica, Culver City, Torrance, Montebello and San Bernardino. A SMMBL driver won first place, a Montebello man came in second, while a Culver City operator took third place. (Three San Bernardino drivers, who participated, scored fairly high scores, considering that they had never even ridden a fishbowl, let along driven one. The Bus-O-Rama is to be held again next year; its purpose is to encourage drivers to sharpen-up their driving skills.

In October, SMMBL took delivery on five new 51-seat GMC TDH-5303's. Numbered 5337-5341, they bear serial numbers TDH-53032281 trhu TDH-53032285. They are painted in SMMBL's new paint scheme, featuring light blue upper sides, instead of dark blue. 5337-5341 have been placed on Line 2--WILSHIRE BLVD. Coaches 5301 and 5302 have been repainted into the new paint scheme, while 5306 got candy cane stripes for the Christmas season.

On September 14th, SMMBL made its first real service improvement in years, by stepping-up the Line 12--PICO LOOP-CULVER CITY-WESTWOOD weekday base shuttle service from 40 minutely to half-hourly, formerly, one bus was used, now, two do the job. 30 minutely rush-hour service through to the Pico Loop and Saturday hourly service remain unchanged.

The last of the 701-712 series White 1144D coaches, of which there were at latest count, three, were removed from the yard with the arrival of 5337-5341 (a driver claims that 5 more TDH-5303's are on the way.)

SMMBL replaced 45-seat TDH-4517's that were operating on Line 8--NATIONAL BLVD.-U. C. L. A. with big 51-seat TDH-5301 (fishbowls) and TDH-5105's (pairys) on weekdays. The 4517's were put on Line 5--PICO LOOP-VETERANS HOSPITAL, which had been using four 37-seat TDH-3714's (pairys) on the weekday service. The following coaches have thus been retired: 116, TDH-3714277; 118, TDH-3714279; 121, TDH-3714282; 123, TDH-3714284.

MARIN COUNTY TRANSIT DISTRICT (MCTD): On November 3rd, Marin County voters passed a bill setting up the MCTD. The new district will commence a $90,000 study of Marin County commuter needs. The MCTD is simply to study the transportation needs of its district, and is not yet an operating authority.

SAN FRANCISCO MUNICIPAL RAILWAY (SFMRy): On October 12th, SFMRy had another rear end PCC car collision. This time, at Market St. and Gough, "L" car 1132 was hit in the rear by a day-dreaming operator, who was at the controls of "N" car 1139. 28 passengers and the 1139 suffered injuries; 1132 was slightly less dammaged.

One of San Francisco's Public Utilities Commissioners took a ride on a Line 5--McALLISTER trolley coach, in November, and was shocked at the rubbish such as month-old newspapers, which were lying on the floor of the bus. The

December
CALIFORN
PASADENA
WASHINGT

CALIFORNIA CAPITULATIONS--SFMRy (CONTINUED):

Commissioner described the coach as the "filthiest" thing he had ever been in. SFMRy replied that the cars and buses were cleaned regularly, although it is done by the selection of a mechanic.

SFMRy published a new route map. It is believed to be their first three color map, and is printed with blue, green and black ink, on white paper. Previous SFMRy maps were two color. The map shows a revised routing of Line 37--CORBETT, which was changed last year; the cover depicts SFMRY cable car 523.

The latest news that we have heard on SFMRy's new buses, is that both the chasis and engine will be built by Mack. Previous rumors had it that Mack would put their diesel engines in Flxible "New Look" chasis. The new Mack design is vaguely described as "new look", with double front doors and piped-in music, an optional extra.

SFMRy has pushed back the date for the beginning of the shut-down of the cable car system for overhaul and repairs, later and later. The delay is caused by a variety of reasons, including the fact that certain key parts had not been delivered by the last date set. The new date is February 28--and we wouldn't be surprised if it's postponed, again.

WESTERN GREYHOUND LINES (WGL): Effective October 25th, schedule folders Nos. 1-13 were re-issued, this time in black ink. Among other schedule changes are: LONG BEACH-SANTA MONICA: the once-a-day trip by the Catalina Dock was eliminated, presumably for the winter, the first time it's been removed. CONTRA COSTA DIVISION: The route via Willow Pass, a route bypassing Port Chicago, was cut to only one trip; it leaving Pittsburg at 7:30PM, daily. Former hourly daily base service between San Francisco, Port Chicago and Pittsburg was reduced to two hourly. The hourly service continued to operate between San Francisco and Concord, a point 32 minutes south of Pittsburg. Between Concord and Oakland, there is another hourly service in the base period. In the rush hour, 3 additional trips were installed on Route Z, between San Francisco Transbay Terminal and Concord; 2 on the O Route, between Transbay, Walnut Creek and Concord; and 2 on the T Route from Transbay to Orinda, Layfayette and Walnut Creek.

Because of a reduction in the use of rapid transit buses, at the New York World's Fair, and increases in the use of Glide-A-Rides by the public, GREYHOUND has disposed of at least 33 of their 100 air-conditioned transits used in the rapid transit service. Ten of the 45-seat GMC TDH-5303's and 23 of the 49-seat GMC SDH-5302's, with glass sightseeing windows in the roof have been sold. Five of the SDH-5302's went to the GREY LINE of Washington. The fair-going public likes to ride slow, open air trams, rather than air-conditioned reclining seat buses. We were hoping to see all 100 units run in the San Francisco Bay Area service (TB-8/64), and we are now hoping that if any more units should become surplus, they will be brought west to San Francisco, rather than sold, one by one.

SANTA BARBARA TRANSIT COMPANY (SBTC): On December 2nd, SBTC drivers decided that they would rather switch (companies) than fight (strike). The Teamsters Union, representing the drivers, voted to hold off on an "imminent strike", until the City of Santa Barbara could negotiate with another firm (AMERICAN TRANSIT CORP.?) (TB-7/64) to buy out SBTC, and run the city buses. The drivers are requesting a 10% increase in wages, from $2.50 an hour, to $2.75 per hour.

CALIFORNIA CAPITULATIONS (CONTINUED):

PASADENA CITY LINES (PCL): On September 13, PCL cut one PM trip on Line 8--WASHINGTON on weekdays, and the 6:45PM trip from Colorado & Craig, on Sat. The line continues service of: hourly base, 30 min. rush, and 70 min. Sat. No night or Sunday service is provided on PCL's only crosstown line, which crosses all other PCL lines, 1-7, all of which do serve downtown.

On October 29th, the Calif. PUC ordered PCL to carry-out an equipment replacement program, as they had previously ordered. Under the order, five new 36-passenger buses must be purchased by each of the following dates: 1-1-66, 1-1-67 and 1-1-68 for a total of 15. The PUC stated that the new buses could be financed by elimination of management fees, and the repayment of advances made to officers. The PUC attacked the age of the present fleet, mentioning that out of 45 buses, 36 are 1947 models, even 4 are 1941's.

Coach Numbers	Model No.	Serial No.	Year	Builder	Comments
8501-8509	TDH-4507	1662-1670	1947	GM Coach	Green Standees
8510-8514	TDH-4517	394-398	1960	GM Coach	Fishbowls
8607, 8612, 8614, 8615	TD-3602	055, 060, 062, 063	1941	Yellow	Sisters of UTB's 8608 now preserved
8631-8637	TDH-3610	390-396	1947	GM Coach	Michigan Markers
8638-8656	TDH-3610	261-279	1947	GM Coach	Ex-LATL 6658-6676
8658	TDH-3610	281	1947	GM Coach	Ex-LATL 6678

Stung by the PUC report, PCL quickly painted all of its TD-3602's in the new light green and white paint scheme, and also installed large turn signals on these buses (leaving UTB's 8608 the only known example remaining of this type of bus to have no turn signals.) All fishbowls (8510-8514), plus 8504, 8507 8649 and 8640 are also painted in the new scheme.

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT (ACCTD): 15 new GMC TDH-4519's, with 45 "bucket seats" have been delivered to ACCTD. Numbered 765-779, they bear serial numbers TDH-4519462--TDH-4519476; the coaches are generally similar to 750-764, delivered in October, 1963. The new buses have been placed on Line 18--PARK BLVD., and are part of an order of 30, the remaining 15 of which are to be 96" width model TDH-5304's, with 51 bucket seats, and will probably be numbered 315-329. The 30 new coaches will replace the last of the 1947 41-seat gas powered Mack C-41GT buses, in the 2501-2560 series. This will give ACCTD a 100% diesel fleet. The large 51-seat TDH-5301's, of the 500-624 series, have been showing up on two transbay lines, recently, during weekdays. They are seen on Line L--SAN FRANCISCO-RICHMOND, along with 41-seat SDH-4501's in the 100-156 series, and on Line B--SAN FRANCISCO-OAKLAND VIA GRAND AVE., along with 100's and 45 seat TDH-4516's of the 400-449 series. Large fishbowl No. 544, a 51-seat TDH-5301, was given the candy cane stripe treatment for the Christmas season.

A new route map was issued in September. Now, special commuter-rush-hour-only lines are indicated as such, as express, transbay and local lines have been, in the past. Now, patrons will be able to observe that certain routes operate only during the rush hours.

Another freeway flyer was added to transbay Line C--SAN FRANCISCO-PIEDMONT, and is the third such trip added within the last five months. It serves an important transfer point for transbay line "S", express Line 32 and local lines 81 and 81A. Experimental night and Saturday service was inagurated on Line 92--PALMA CEIA PLAZA, which serves an area southwest of Hayward. At night, service was extended from 6:30PM to 9:20PM; Saturday service operates between 8:45AM and 9:20PM. The improvement was inaugurated in order to serve the recently opened Southland Shopping Center more adequately. An extra trip was added, leaving Hayward at 8:45AM on weekdays to get Southland center employees to work on time.

SCRTD RTD REPORT BY DAVID LANDES

DISTRICT APPROVES 1965 BUDGET:

District directors have approved the new budget, for 1965, totaligg $44,180,100. Items included in the budget are:

(1) The rebuilding of another 125 model TDH-4801's, which vehicles, have proved to be some of the District's most reliable equipment.
(2) Replacement of axle housings on model TDH-5301 coaches.
(3) Construction at Divisions 6 and 8, Terminal 17 and South Park Shops, as well as in the Transit District's headquarters building (probably for renovating the board meeting room.)
(4) Purchase of 180 new coaches, to be divided as follows:
    (a) 100 50-passenger city coaches, at about $30,000 each.
    (b) 25 45-passenger suburban coaches (or perhaps parlor coaches for the charter service SCRTD would like to get back) priced at about $35-37,000 each.
    (c) 55 36-passenger city coaches, at about $20,000 each.

WILSHIRE, TEMPLE-SUNSET DETAILS:

The new Line 83--WILSHIRE BLVD. timetable has been improved by the addition of detailed departures for the UCLA and Santa Monica branch runs.

New Line 42--TEMPLE ST.-SUNSET BLVD. base headways are: 5-10/15/15 (formerly 6/12/12); Saturdays, 5-10/15/15 (no change); Sundays and holidays are 10/20/20 (no change). (Sequences indicate: Temple/Fountain/Sunset.) Division 3 coach runs for the first day of Line 42 service were filled by: CR-1, 5936, CR-2, 5938; CR-3, 5899; CR-4, 5891; CR-5, 5932; CR-6, 5882; CR-7, 5896; CR-8, 5925; CR-9, 5892. There was at most, one Div. 7 CR, probably used a 5400.

MUSIC CENTER GETS SERVICE:

Effective on December 27th, Lines 91--HOLLYWOOD BLVD. and 94--SANTA MONICA BLVD. were rerouted in the civic center area via Hill, Temple, Grand and Sunset, now in both directions, in order to serve the new Center for the Preforming Arts at Temple & Grand. Line 91's owl service was also expanded, then.

PUBLIC RELATIONS NOTES:

It would appear that the District's new emblem will be the one used at the top of this page, however, the use of the name SCRTD or RTD has been discontinued, until the name and emblem appear on the buses. LAMTA or MTA will be used in the interim.

Another design in schedule design has taken place. New schedules are being issued with the effective date moved from the top of the cover to near the bottom, probably to give line number and name more prominence.

SURPLUS COACHES SOLD:

30 surplus GMC model TD-4506 coaches have been sold, through the American-International Bus Exchange, to an operator in South America, for a price of $1,500 each. These 4506's, along with the six sold earlier are the last of that model owned by SCRTD. The coaches were built in 1945-46; numbers of the last 30 sold are: 6204-6205, 6207, 6213-6218, 6220, 6229, 6251, 6263, 6276, 6284, 6290, 6292, 6298, 6326, 6341-6343, 6353, 6355, 6357-6360, 6373 and 6382. Farewell, old friends.

NEW PAINT SCHEME? Not for a while, yet. District officials have stated that a change in colors will not be made in the near future, and will not be made unless the board feels that a change will materially help the District. Meanwhile, coaches are slowly being painted in LAMTA's green and white paint job. Also, the words " SO. CALIF. RAPID TRANSIT DISTRICT " are replacing LAMTA on the backs of all coaches.