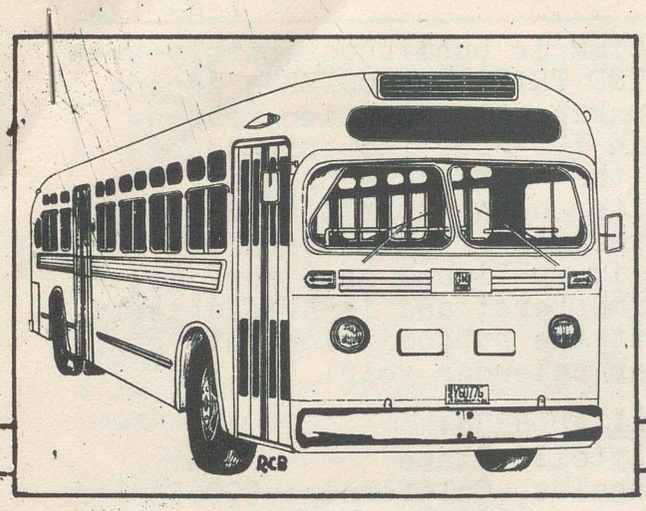


THE BOOSTER

Monthly Publication of The United Transit Boosters

"Dedicated to Better Transit"

Vol. 3, No. 1 January, 1965 Eighteen Pages

PEORIA

Shortly before Christmas, a new idea in transit, "Premium Special Service" was instituted by the University of Illinois, in cooperation with PEORIA CITY LINES. An $83,616 federal demonstration grant is helping to finance the project.

At present, three routes are in operation, two from residential areas to downtown, and the third to the Caterpillar Tractor Co., in East Peoria. Each patron purchases a "Premium Service Pass" at a cost averaging $10.00 which is good on the express service, for one month. A passholder is guaranteed a seat in each direction, magazines to read, and the convenience of being picked up nomore than a half block from home.

During the third week of each month, a special representative will distribute and collect renewal forms for the following month's pass. Patrons interested in the service can contact PCL or mail-in coupons , which appear in local newspaper advertisements.

Eight PCL buses are being leased for the experiment. Three are in service now, while the remaining five will be used in the event enough patrons are interested in trying "Premium Service" in other areas of the city.

Peoria officials hope this service will reverse the present downward trend in transit usage in their city, which has a population of approximately 103,000

MEMPHIS

The MEMPHIS TRANSIT AUTHORITY has applied to the federal government for a $1,525,000 in funds, to be granted under the 1964 Mass Transportation Act, to purchase 75 new airconditioned buses. If the application is approved, Memphis will be the first city to receive such funds. The city would pay the remaining $700,000 for the buses.

The new coaches would give MTA an all airconditioned fleet of 290 buses including 40 GMC TDH-5105 (which MTA airconditioned themselves) 52 GMC TDH-5301's, 64 GMC TDH-5303's and 15 Flxible F2D6V-401-1's

NIAGARA FALLS

NIAGARA FRONTEER TRANSIT COMPANY has gone out of business, in the western New York State city of Niagara Falls. NFT continues to operate, however, in the neighboring city of Buffalo. The City of Niagara Falls has entered the public transportation business, since the withdrawal of NFT from its Niagara Falls Division. The FALLS TRANSIT MANAGEMENT COMPANY will manage the new transit operation, whose fleet consists of 35 gasoline buses, late of the ROCHESTER TRANSIT CORPORATION.

NFT also operates a suburban line between Buffalo and Niagara Falls. Only a few years ago, NFT expanded their Buffalo operations, with the purchase of BUFFALO TRANSIT COMPANY.

CLUB NEWS+

MEETING NOTICE

The February regular meeting of the UNITED TRANSIT BOOSTERS will be held on Sunday, February 14, 1965, and will be convened at the usual time and place, the studio-auditorium of the Gary-Knause Apartments, 245 South Lucas Ave. at 7:30 PM. The regular meetings for March and April, will be held on March 14, 1965 and April 11, 1965, respectively, 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.

DUES NOTICE

In action at the January, 1965, regular meeting, membership dues were raised to $3.00, per calendar year. In addition, a new class of membership was established, known temporarily as an Equipment Preservation membership. Dues for this class of membership are $5.00 per calendar year, with the increment above $3.00 going into the equipment preservation fund. Only members of this class will be eligible for membership on the Equipment Preservation Committee, which is appointed by the General Manager. Dues must be paid by March 1, 1965. After this date, all membership rights will be suspended from deliquent members. No further issues of THE BOOSTER will be mailed to any member until 1965 dues have been received.

SUBSCRIPTION NOTICE

Payment for subscriptions to THE BOOSTER for the 1965 calendar year are now due. Annual subscriptions have not been changed, and remain at $2.00. No further issues of THE BOOSTER will be sent to any subscriber until 1965 remittances have been received.

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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FIRST ANNUAL SCRTD SURVEY

By LAZEAR ISREAL & ED BUCKLEY

We now present the second in an infinite series of articles in which we look, rather extensively, into the operations of Los Angeles' largest transit operator. When we began this series, last year, we anticipated that this year, we would present the "Second Annual LAMTA Survey", however, thanks to the state legislature, we were obliged to use the above title.

Just as we did last year, as of the date January 1, 1965, we will look first at the equipment. We will note the various types, sizes, etc.; then we will look at the lines on which they operate. Following this, we will see what lines are assigned to what Divisions (SCRTD's term for garage, terminal or station). Combining this information, we will ascertain which equipment is assigned to which Divisions, and the lines they are assigned to. Finally, we will look at the service that is provided on the various lines, also noting the amount of equipment required to perform this service.

EQUIPMENT ROSTER

The following is a list of all equipment operated by the SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT, as of January 1, 1965. All columns should be self explanatory, even to the layman, except the significance of the model numbers. Basically, in the G. M. Coach models, "T" stands for a "transit" or "city" type bus; "D" for a Deisel engine; "H" for a "hydraulic" or "automatic" transmission; and "M" for a "mechanical" transmission. The Flxible model numbers are not as readily significant; according to one hypothesis, "F" stands for "Flxible", "2" stands for the "102-inch width", "D" stands for the "diesel" engine, "6V" stands for the type of engine (e.g., V-6 diesel engine) "40" for the "40-foot length" "1" for the "first variation" and "-1" for the "city-type" model.

Coach Numbers	Builder	Model Number	Serial Numbers	Year Built	Seats	No. on Roster	Notes
2008-2009, 2011-2024	GM Coach	TDM-4515	080-081, 083-096	1955	45	16	1
2025-2044	GM Coach	TDM-4515	392-411	1959	45	20	
2101-2183	GM Coach	TDH-4801	266-348	1955	48	83	2
2200-2219	GM Coach	TDH-4801	349-368	1956	48	20	3
2220-2221	GM Coach	TDH-4512	1684-1685	1956	45	2	4
2300-2399	GM Coach	TDH-4801	066-165	1954	48	100	5
2500-2503	GM Coach	TDH-3714	539-542	1956	37	4	6
2701-2824	GM Coach	TDH-5103	002-125	1950	48	124	
2825-2854	GM Coach	TDH-5103	302-331	1951	48	30	
2855-2889	GM Coach	TDH-5103	557-591	1951	48	35	
2900-2934	GM Coach	TDH-4801	001-035	1953	48	35	
2935-2964	GM Coach	TDH-4801	036-065	1953	48	30	7
5000-5099	GM Coach	TDH-5303	074-173	1963	51	100	
5100-5149	GM Coach	TDH-4801	407-456	1958	48	50	
5150-5199	GM Coach	TDH-4801	457-506	1958	48	50	8
5200-5224	GM Coach	TDH-5301	629-653	1960	46	25	
5225-5254	GM Coach	TDH-5301	2087-2116	1961	51	30	
5300-5374	GM Coach	TDH-5301	473-547	1959-60	51	75	
5400-5479	GM Coach	TDH-5301	2117-2196	1961	51	80	
5500-5529	GM Coach	TDM-5301	001-030	1961	51	30	

FIRST ANNUAL SCRTD SURVEY--EQUIPMENT ROSTER (CONTINUED):

Coach Numbers	Builder	Model Number	Serial Numbers	Year Built	Seats	No. on Roster	Notes
5700-5734	Flx-Twin	F2D6V-401-1	51203-51237	1961	50	35	
5800-5899	Flx-Twin	F2D6V-401-1	51502-51601	1962	50	100	
5900-5999	Flxible	F2D6V-401-1	51632-51731	1963	50	100	
6401-6425	GM Coach	TDH-5103	532-556	1951	51	25	
6500-6599	GM Coach	TDH-4801	166-265	1954	48	100	
6601-6657	GM Coach	TDH-3610	204-260	1947	36	57	
6658-6662	GM Coach	TD-3609	081, 083, 077, 076, 065	1945	36	5	9
6663-6664	GM Coach	TDH-3612	738-799	1950	36	2	10
6700	GM Coach	TDH-4510	501	1950	45	1	11
6701-6790	GM Coach	TDH-4507	1346-1435	1947	45	90	
6901-6942 6944-6950	GM Coach	TDH-4507	2461-2502 2504-2510	1948	45	49	12
				Total		1,503	

Notes:

1 - Ex Metropolitan Coach Lines 251-252 and 254-267; 2010 sold Nov., 1963.
2 - Ex Metropolitan Coach Lines 501-583
3 - Ex Metropolitan Coach Lines 600-619
4 - Ex Cross Town Suburban Bus Lines 600-601
5 - Ex Metropolitan Coach Lines 400-499
6 - Ex Cross Town Suburban Bus Lines 403-406
7 - Ex Key System Transit Lines 2100-2129, Metropolitan Coach Lines 301-330
8 - Ex Los Angeles Metropolitan Transit Authority 620-669
9 - Ex Salt Lake City Lines; Cross Town Suburban Bus Lines 407-411
10- Ex Cross Town Suburban Bus Lines 401-402
11- Ex Pacific Electric, Metropolitan Coach Lines 2700, LAMTA 6808
12- Coach No. 6943 scrapped in October, 1963, after severe accident

LINE LIST

Below is a list, in numerical order, of all the lines, by number and name, operated by SCRTD as of January 1, 1965

No.	Line Name
1	Trafficmen
2	BROOKLYN & HOOPER AVES.
3	WEST SIXTH ST.-CENTRAL AVE.
4	MELROSE-WEST OLYMPIC
5	HAWTHORNE BLVD.-UNION STATION
6	SOUTH VERMONT AVE.-HIGHLAND PARK
7	EAGLE ROCK-SOUTH BROADWAY
8	WEST FIFTY-FOURTH ST.-NORTH MAIN ST.
9	WEST JEFFERSON-HUNTINGTON PARK-SOUTH GATE-HOLLYDALE
10	WEST FORTY-EIGHTH ST.-INGLEWOOD
11	SAN GABRIEL BLVD.-ATLANTIC BLVD.
12	WEST WASHINGTON-NORTH BROADWAY
13	LOS ANGELES-CULVER CITY-EL SEGUNDO
14	NORTH HOLLYWOOD-BURBANK-VALLEY PLAZA
15	SAN FERNANDO-OLIVE VIEW-U. S. VETERANS HOSPITAL
16	NORTH HOLLYWOOD-SUN VALLEY-ROSCOE BLVD.
17	NEW AVE.-FREMONT AVE.
18	EAST JEFFERSON BLVD.-COLISEUM ST.
19	GLENDALE-MONTROSE-LA CANADA
20	EAST GLENOAKS-KENNETH ROAD
21	HOLLYWOOD-CULVER CITY
22	ATWATER-EAST COLORADO
23	(open)
24	LOS ANGELES-SAN FERNANDO
25	WEST NINTH-NORTH FIGUEROA
26	WEST PICO-EAST FIRST ST.
27	VERNON-SANTA BARBARA-LA CIENEGA
28	WHITTIER BLVD.-WEST THIRD ST.
29	SAN PEDRO ST.-WEST SEVENTH ST.
30	EVERGREEN AVENUE
31	HOLLYWOOD-GLENDALE-PASADENA

FIRST ANNUAL SCRTD SURVEY--LINE LIST (CONTINUED):

No.	Line Name
32	INDIANA ST.-GAGE AVE.
33	LOS ANGELES-COMPTON-LONG BEACH-SAN PEDRO
34	LOS ANGELES-BELLFLOWER
35	WEST VALLEY FREEWAY FLYER
36	LONG BEACH FREEWAY FLYER
37	SAN PEDRO-WILMINGTON-LOS ANGELES FREEWAY FLYER
38	LONG BEACH-WHITTIER-EL MONTE
39	LOS ANGELES-GLENDALE-BURBANK
40	Special Event Service
41	ALVARADO STREET
42	SUNSET BLVD.-TEMPLE ST.
43	AVENUE 50-EL PASO DRIVE
44	BEVERLY-WEST ADAMS
45	(Open)
46	EAST FLORENCE AVENUE
47	WHITTIER BLVD.-EAST FOURTH ST.
48	DORSEY HIGH SCHOOL
49	SAN PEDRO ST.-SOUTH FIGUEROA
50	FLORENCE-SOTO
51	LOS ANGELES-INTERNATIONAL AIRPORT-REDONDO BEACH
52	LOS ANGELES-ALHAMBRA-TEMPLE CITY
53	LOS ANGELES-EL MONTE-POMONA
54	SOUTH GATE-MANCHESTER AVE.-INGLEWOOD
55	LOS ANGELES-NEWPORT-BALBOA
56	LOS ANGELES-SUNLAND
57	Racetrack Operations
58	LOS ANGELES-FULLERTON-SANTA ANA
59	LONG BEACH-RIVERSIDE
60	LOS ANGELES-POMONA-RIVERSIDE-SAN BERNARDINO-REDLANDS
61	LONG BEACH-PASADENA
62	EASTSIDE LOOP-MAGNOLIA AVE.-LA SIERRA
63	LOS ANGELES-EL MONTE VIA GARVEY
64	PASADENA-POMONA
65	SILVERLAKE BLVD.-RIVERSIDE DR.
66	HUNTINGTON PARK-LONG BEACH-SAN PEDRO
67	LOS ANGELES-SIERRA MADRE (Leg of Line 68)
68	LOS ANGELES-MONROVIA-GLENDORA
69	LOS ANGELES-HELLMAN AVENUE
70	LOS ANGELES-PASADENA VIA OAKKNOLL (Leg of Line 71)
71	LOS ANGELES-PASADENA (Via Short Line)
72	SLAUSON AVENUE
73	VAN NESS AVENUE
74	NORTH HOLLYWOOD-RESEDA-SAN FERNANDO (Leg of Line 16)
75	VENICE BLVD.-ECHO PARK AVE.
76	BEVERLY HILLS-U. C. L. A.-PACIFIC PALISADES
77	MAYWOOD-BELL
78	TALMAGE-HYPERION
79	ALHAMBRA-SOUTH PASADENA-HIGHLAND PARK
80	EMERY PARK
81	VENTURA BLVD.-HOLLYWOOD-LOCKHEED-BURBANK
82	STREETER AVE. (Leg of Line 99)
83	WILSHIRE BOULEVARD
84	WESTERN AVENUE
85	CRENSHAW-VINE-LA BREA
86	LOS ANGELES-BURBANK-NORTH HOLLYWOOD-CANOGA PARK
87	(Open)
88	(Open)
89	FAIRFAX AVE.-HOLLYWOODLAND-WESTERN & FRANKLIN
90	SAN FERNANDO-STUDIO CITY-VAN NUYS
91	HOLLYWOOD BOULEVARD
92	WATTS-SIERRA VISTA
93	LOS ANGELES-VAN NUYS-PACOIMA
94	SANTA MONICA BOULEVARD
95	VERNON & VERMONT AVES.
96	SOUTH NORMANDIE AVENUE
97	(Accounting Department)
98	(Accounting Department)
99	HARDMAN CINTER-CASA BLANCA-FAIRMOUNT PARK
100	(Open)
101	REDONDO BEACH-CRENSHAW BLVD.
102	AVIATION BLVD.-EL NIDO
103	MANHATTAN BEACH-KORNBLUM AVE.
104	INGLEWOOD AVE.-PRAIRIE AVENUE (Leg of Line 103)
105-108	(Open)
109	HUNTINGTON PARK LOCAL
110	(Open)
111	BELLFLOWER-HUNTINGTON PARK
112	WHITTIER-HUNTINGTON PARK
113	COMPTON-WHITTIER
114	COMPTON-LYNWOOD
115	COMPTON-IMPERIAL HIGHWAY
116	COMPTON-ARTESIA-LA MIRADA
117	WHITTIER LOCAL
118	WHITTIER-EAST WASHINGTON BLVD.
119-123	(Open)
124	LONG BEACH-ANAHIEM-FULLERTON
125	ANAHIEM LOCAL 126 (Open)
127	DISNEYLAND-CATALINA DOCK-MARINELAND 128-150 (Open)
151	HOLLYWOOD PARK RACE TRACK SHUTTLE
152-176	(Open)
177	Dodger Stadium Special

FIRST ANNUAL SCRTD SURVEY (CONTINUED):

EQUIPMENT ASSIGNMENT

Below, is a list of Divisions, showing what equipment is assigned to each Division, and on what lines they operate.

DIVISIONS 1 and 11 (6th & Central)

Coach Nos.	Headsign	Lines Used On
2019-2024	1-A	57, 60
2025-2030	1-A	60
2124-2149	1-N	2, 92
5000-5099	1-N	2, 3, 9, 26, 28
5221-5224	15-G	55, 57
5225-5242	1-E	58, 71
5243-5254	15-G	58, 71
5300-5306	1-N	2
5522-5529	15-G	58
6700's (8)	1-N	57

DIVISION 2 (Sixteenth & San Pedro)

Coach Nos.	Headsign	Lines Used On
2793-2829	2-P	12, 41, 44
2830-2889	2-N	12, 41, 47, 49
5400-5426	2-E	83, 91
5941-5998	2-P	29, 95
6401-6425	2-N	7, 12
6601-6617	2-D	46, 72, 77, 109, 111

DIVISIONS 3 and 10 (Ave. 28 & Idell)

Coach Nos.	Headsign	Lines Used On
2150-2155	3-P	31
5107-5110	3-E	6, 7, 57
5111-5143	3-N	6, 7, 50, 57
5144-5199	3-P	25, 31, 39, 50, 56, 57
5871-5937	3-E	5, 6, 26, 42, 75
5999	3-E	26
6643-6664	3-C	20, 22, 30, 32, 43, 65, 78, 79, 80
6700's (31)	3-P	19, 25, 57

DIVISIONS 4 and 5 (54th & Arlington)

Coach Nos.	Headsign	Lines Used On
5100-5106	5-N	5, 50
5800-5869	5-N	5, 6, 9
6507-6554	5-N	8, 50, 84
6555-6599	5-J	8, 50, 84, 85
6618-6633	5-K	10, 73, 96, 102, 103
6700's (26)	5-K	27, 48, 54, 101, 103
6901-6915	5-J	18, 48

DIVISION 6 (Ocean Park)

Coach Nos.	Headsign	Lines Used On
2101-2123	6-N	4, 13, 75, 76, 83
2156-2175	6-N	4, 13, 75, 76, 83
5200-5220	6-N	13, 51, 76
5427-5453	6-N	4, 83

DIVISION 7 (West Hollywood)

Coach Nos.	Headsign	Lines Used On
2300-2360	7-N	4, 42, 83, 91, 94
2361-2399	7-P	4, 42, 44, 83
2500-2503	7-P	21
5310-5358	7-N	3, 91
5359-5374	7-P	83, 89
5454-5479	7-N	42, 83

DIVISION 8 (Van Nuys)

Coach Nos.	Headsign	Lines Used On
2900-2964	8-A	24, 35, 81, 86, 90, 93 (See Note)
5700-5734	8-A	35, 86, 93
6916-6933	8-A	14, 15, 16

Note: 2900's used on Lines 14, 15, 16 on Saturdays and Sundays)

DIVISION 9 (El Monte)

Coach Nos.	Headsign	Lines Used On
2701-2792	9-A	38, 52, 53, 57, 58, 63, 64, 68, 69
6634-6642	9-E	11, 17, 112, 117, 118
6740-6747, 6749	9-A	57

DIVISION 12 (Long Beach)

Coach Nos.	Headsign	Lines Used On
2008-2009, 2011-2015	12-N	55, 59
2177-2183	12-N	33, 34, 55, 66, 125
2200-2221	12-N	33, 34, 55, 66, 125
5500-5521	12-N	36, 37, 124, 127
6934-6943, 6944-6950	12-N	61, 113, 114, 115, 116

Continued on Page 7

Note: Coaches on roster, but not actually assigned, may be seen in service, as certain quantities of each type of coach are held for replacement use in connection with the maintenance program, as well as for use in emergencies.

FIRST ANNUAL SCRTD SURVEY--EQUIPMENT ASSIGNMENT (CONTINUED):

DIVISION 13 (Riverside)

Coach Numbers	Headsigns	Lines Coaches Are Used On
2016-2018	13-A	57
2031-2044	13-A	59, 60
6750-6756	13-A	62, 99

LINE ASSIGNMENTS

Below is a list of line assignments, indicating the locations out of which each line operates.

DIVISION	LINE NUMBERS
1	2, 3, 9, 26, 28
2	7, 12, 29, 41, 44, 46, 47, 49, 72, 77, 83, 91, 95, 109, 111
3	5, 6, 7, 25, 42, 75
4	10, 18, 27, 48, 50, 54, 73, 84, 85, 96
5	5, 6, 8, 9, 48, 101, 102, 103
6	4, 13, 51, 75, 76, 83
7	3, 4, 21, 42, 44, 83, 91, 94
8	14, 15, 16, 24, 35, 81, 86, 90, 93
9	11, 17, 38, 52, 53, 58, 60, 63, 64, 68, 69, 112, 117, 118
10	19, 20, 22, 26, 30, 31, 32, 39, 43, 50, 56, 65, 78, 79, 80
11	55, 58, 60, 71, 92
12	33, 34, 36, 37, 55, 59, 61, 66, 113, 114, 115, 116, 124, 125, 127
13	59, 60, 62, 99

NOTE: Certain lines were listed neither in the Equipment nor Line Assignment lists. These lines are officially branches of other lines; and are as follows (with the parent line in parenthesis):

67 (68) 70 (71) 74 (16) 82 (99)

SERVICE TABLE

Finally, to conclude our survey, we [illegible] the actual service performed by SCRTD. We summarize timetables, and obtain headways (time between buses) for four periods, on weekdays, the "AM" or morning rush hour (7-9AM) the "Base" period (10AM to 4PM), the "PM" or evening rush hour (4 to 6PM), and the "Owl" period (1 to 5AM). We also note the "base" headways for Saturday and Sunday. Also, we include the number of coaches required to operate each of these six services. Note: Due to lack of information, equipment requirements for Saturday and Sunday schedules may not be as accurate, as the weekday requirements are. We felt that equipment requirements for weekend services were significant, especially on a comparitive basis, to be of interest to the reader. In order to obtain this information we used the "educated guess" method; thus some entries are more accurate than others.

In an attempt to make the service table easier to read, this year, entries have been placed in columns. The reader will note that in instances in which a line operates out of more than one Division, the coaches from each division have been listed.

FIRST ANNUAL SCRTD SURVEY--SERVICE TABLE (CONTINUED):

LINE NUMBER	DIVISION	MONDAY THRU FRIDAY					SATURDAY		SUNDAY		OWL		NOTE
		RUSH HOUR			BASE								
		HEADWAY	REQUIREMENTS AM	REQUIREMENTS PM	HEADWAYS	REQUIREMENTS	HEADWAYS	REQUIREMENTS	HEADWAYS	REQUIREMENTS	HEADWAYS	REQUIREMENTS	
001	21												
002	1	6	22	20	15	9	15	8	20	6	60	1	
003	1 7	FREQ.	16 12	17 13	7/15	9 6	7/15	9 6	20	5 3	60	1 —	
004	6 7	FREQ	13 36	17 36	10/20	7 17	10/20	7 15	30	5 5	60	— 1	
005	3 5	FREQ	8 32	4 44	10/20	4 15	10/20	4 15	20/40	2 8	60	1 1	
006	3 5	FREQ	17 17	16 16	10	10 10	15	6 6	30	3 4	60	2 2	
007	2 3	FREQ	19 19	18 21	12/24	10 6	15/30	8 4	20	5 4	60	1 2	
008	5	7-8	18	17	20	8	20	8	30	5	60	1	
009	1 5	FREQ	13 17	11 22	15/30	5 10	15/30	5 10	30/60	3 3	60	1 1	
010	4	20	4	4	20	4	40	2	40	1			
011	9	60	1	1	60	1	60	1					
012	2	FREQ	18	19	20	10	20	10	30	4	60	1	
013	6	30	4	3	80	1	80	1	90	1			
014	8	30/60	3	3	30/60	3	60	2					
015	8	60	1	1	60	1	60	1	60	1			
016	8	40	12	8	60	6	60	4					A
017	9	60	1	1	60	1	60	1					
018	4	15	8	6	20	4	30	3	30	3			
019	10	30	2	2	60	1	60	1					
020	10	30	3	3	30	3	30	3					
021	7	30	6	4	60	2	60	2					
022	10	40	2	2	40	2	40	2					
023													
024	8	20/40	8	9	30/60	7	30/60	6	60/120	3			
025	3	FREQ	20	22	15/30	10	15/30	10	15/30	10			
026	1 10	FREQ	28 20	30 19	6	13 19	6	13 19	10	8 5	60	1 1	
027	4	15	8	8	20	7	20	7	60	2			B
028	1	FREQ	22	23	12	11	12	11	30	5	60	2	C
029	2	FREQ	23	24	12	11	12	11	30	5	60	1	
030	10	15	1	1	20	1	20	1					
031	10	20/40	8	9	20/40	9	30	6	30/60	5			
032	10	20	3	3	30	2	40	2	40	1			
033	12	15/30	12	11	30/60	6	30/60	5	60/120	3	60	1	
034	12	25	6	5	60	3	80	2	140	1			
035	8	10	12	13	60	3							D
036	12	10	8	11	30	5	30	5	30	5	120	1	
037	12	30	4	4	60	3	80	2	120	1			
038	9	THREE	ROUND	TRIPS		1	3-R.T.	1	3-R.T.	1			
039	10	6-7	21	20	15/30	9	20/40	8	30/60	5			
040	ALL												E
041	2	6-7	8	8	15	5	20	4	20	4			

FIRST ANNUAL SCRTD SURVEY--SERVICE TABLE (CONTINUED)

LINE NUMBER	DIVISION	MONDAY THRU FRIDAY					SATURDAY		SUNDAY		OWL		NOTE
		RUSH HOUR			BASE								
		HEADWAY	REQUIREMENTS AM	REQUIREMENTS PM	HEADWAYS	REQUIREMENTS	HEADWAYS	REQUIREMENTS	HEADWAYS	REQUIREMENTS	HEADWAYS	REQUIREMENTS	
042	3 7	FREQ	17 9	21 10	7/15	12 4	7/15	12 4	10/20	9 2	60	1	
043	10	20	1	1	20	1							
044	2 7	FREQ	13 29	20 20	10/20	10 10	12/24	7 6	20	5 5	60	1	
045													
046	2	20	2	2	30	2	40	1	40	1			
047	2	FREQ	25	24	15	9	15	8	30	5			
048	4 5	VARIES	7 1	0 0									F
049	2	FREQ	21	21	20	10	20	10	30	5			
050	4 10	5-7	8 15	8 11	7/15	4 8	7/15	4 8	30	4 4	60	1 1	
051	6	7-10	16	16	30/60	8	30/60	8	60/120	4			
052	9	8-10	14	16	30/60	6	30/60	6	60	3			
053	9	6-9	21	22	30/60	8	30/60	8	60/120	4			
054	4	15/30	8	9	20/40	7	30	5	30/60	3			
055	11 12	20-30	3 3	2 6	120	2 1	120	2 1	120	1 1			
056	10	10-15	11	12	60	3	60	3	60	3			
057	ALL	VARIES			VARIES		VARIES		VARIES				E
058	9 11	7-10	13 18	15 21	20/60	7 15	20/60	5 12	40/120	2 4			
059	12 13	120	1 2	1 2	120/240	2 1	120/240	1 1	210	1 2			
060	11 13	15	4 9	8 9	30/60	5 9	30/60	5 9	30/60	5 8			
061	12	30/60	6	6	30/60	6	60	4	60/120	3			
062	13	30/60	3	3	30/60	3	40/80	2	60	1			
063	9	10-12	11	12	30	6	30	5	60	2			
064	9	FOUR	ROUND	TRIPS		1	4 R.T.	1					
065	10	20	3	3	30	2	30	2	60	1			
066	12	20-30	7	8	30	8	30	7	30	7			
067	9	30			60		60		60				G
068	9	15-20	12	11	30/60	7	30/60	7	60	5			G
069	9	15-20	4	4	45	2							
070	11	20			30		30		60				H
071	11	20	10	13	30	9	30	8	60	4			H
072	2	20	2	2	20	2	40	1					
073	4	24	1	1	30	1							
074	8	40			60		60						A
075	3 6	6-7	3 25	4 24	20	2 9	20	2 9	30	1 7			
076	6	30	3	4	60	2	60	2	120	1			
077	2	20	4	4	20	4	30	3	30	3			
078	10	15	4	2	30	1	30	1					
079	10	45	2	2	45	2	45	2					
080	10	30	1	1	30	1							
081	8	30	13	9	30	9	30/60	8	60	5			I

FIRST ANNUAL SCRTD SURVEY--SERVICE TABLE (CONTINUED):

LINE NUMBER	DIVISION	MONDAY THRU FRIDAY					SATURDAY		SUNDAY		OWL		NOTE
		RUSH HOUR			BASE								
		HEADWAY	REQUIREMENTS AM	REQUIREMENTS PM	HEADWAYS	REQUIREMENTS	HEADWAYS	REQUIREMENTS	HEADWAYS	REQUIREMENTS	HEADWAYS	REQUIREMENTS	
082	13	60			60								J
083	2 6 7	FREQ	16 15 17	21 17 21	8/12/24	11 8 11	7/15/30	19 7 10	12/24/48	5 3 8	60	1 1 2	
084	4	FREQ	34	24	15	10	15	9	20	8			
085	4	6-7	27	25	15	15	20	12	30	7			
086	8	10-15	15	17	30/60	9	60	5	60	2			
087													
088													
089	7	10/20	12	13	10/20	12	12/24	7	20/40	5			
090	8	60	10	10	60	4	60	4					
091	2 7	FREQ.	4 34	3 42	10/20	1 16	10/20	1 16	15/30	1 10	60	1 2	
092	11	8-10	17	18	20	8	30	6	40	4			
093	8	FREQ	32	35	20/60	13	20/60	12	30/60	8			K
094	7	FREQ	19	17	10/20	12	20	8	20	8			
095	2	FREQ	38	28	10/20/40	15	12/24	12	20	8	60	2	
096	4	20	3	3	20	3	30	2	60				B
097	31												
098	31												
099	13	60	2	2	60	2							J
100													
101	5	30/60	3	3	30/60	3	60	3	60	1			
102	5	60	2	2	60	2	60	2	60	1			
103	5	60	5	4	60	4	60	4					
104													
105													
106													
107													
108													
109	2	30	3	3	30	3	60	1					
110													
111	2	30/60	2	2	30/60	2	30/60	2					
112	9	120	1	1	120	1	120	1					
113	12	60/120	4	3	60/120	3	120	1					
114	12	30/60	1	1	30/60	1	60	1					
115	12	60	3	2	60	2	60	1					
116	12	60/120	2	2	60/120	2	120	1					
117	9	60	3	3	60	3	60	3					
118	9	120	1	1	120	1							
119													
120													
121													
122													
123													
124	12	80/160	3	3	80/160	3	80/160	2	70/140	2			
125	12	60	0	1	60	1							
126													
127	12	ONE	ROUND	TRIP	1 R.T.	1	1 R.T	1	1 R.T.	1			L
↓													
151	4-5												M
↓													
177	1-2-3-10												M
	TOTALS		1,248	1,266		683		579		337		33	

NOTES:

FIRST ANNUAL SCRTD SURVEY--SERVICE TABLE (CONTINUED):

NOTES:

DIVISIONS-Divisions listed are based on equipment assignments. Actual operations for some lines include additional Divisions and Terminals.

REQUIREMENTS-Rush hour coach requirements have been broken down into morning and afternoon periods. The reader will note that some lines have more equipment operating in the mornings, while other lines have more equipment operating in the afternoon. We might also point out that the maximum total coaches required is 1,266, while total coaches on the roster is 1,504, leaving about 237 coaches for spares. On the surface, this may sound like an excessive quantity, however, when it is remembered that there are about 20 Divisions and Terminals, out of which more than 100 lines operate (thus giving an average of two spare coaches per line), one can more readily see the need for such a great quantity.

HEADWAYS-Certain symbols have been used in these columns, the meanings of which are as follows: FREQ, rush hour headways of five minutes, or less; 10/20, 12/24/48, 7/15-30, denotes headways on "main" line, then on branches, and then on sub-branches, or headway on "main" line, and then service to points further along the line, at which coaches are turned back.

A - Line 16 equipment totals include Line 74, which is a branch of Line 16.

B - On Sundays, Lines 27 and 96 are combined, with both coaches being assigned to Line 27

C - On Sundays, there are two afternoon trippers on Line 28, providing 15 minute service, westbound between 12:13PM and 3:41PM; and eastbound, between 3:35PM and 5:37PM.

D - Includes one afternoon tripper, on Thursday and Friday only.

E - Seasonal operation only.

F - There are no "true" headways on Line 48. Service is operated to Dorsey High School, Washington High School, and Audubon Junior High School from Florence & Western, 64th & Keniston, 10th Ave. & Jefferson, Forrest & La Brea, and Fairview & Overhill. Morning service is operated during the AM rush hour, while afternoon service is scheduled to leave the respective schools between 3:15 and 3:30PM, which does not qualify for the PM rush hour (4-6PM), thus afternoon requirements, which would be about the same as the mornings', are not shown.

G - Line 68 equipment totals include Line 67, which is a branch of Line 68.

H - Line 71 equipment totals include Line 70, which is a branch of Line 71.

I - On Sunday, there is one tripper on Line 81, providing 30 minute service, between 7:38AM and 11:33AM, in the eastbound direction only.

J - Line 99 equipment totals include Line 82, which is a branch on Line 99.

K - Includes one afternoon tripper, on Friday only.

L - Line 127 operates between Long Beach and Marineland only, during the winter months.

EQUIPMENT PRESERVATION PROGRAM:

Thanks to contributions from our most generous members, as well as other interested parties, who were equally as generous, we have finally managed to pay for our first coach, the 8608. Now we can start to work on it. Still needed are three tires (@ $15 ea.), a new coat of paint (about $25) a voltage regulator ($15) and some rewiring ($--?). Keep those contributions coming--we also need volunteers to work on the bus.

NOTES ON THE COLLECTION OF TRANSFERS

PART-I BY WILLIAM T. WOOTTON

In another new feature of THE BOOSTER we present a list of the transfers issued by Southern California transit operators.

KEY TO ABBREVIATIONS: U. S.-Universal System transfer; either punched or notched for line of issue, or place of transfer, and is used by all lines in system. TP-One piece transfer, with Time Punched out. TTO-Time of expiration is indicated by tearing at appropriate place. PMC-"P. M. Coupon" is attached for PM hour, detached for AM hour. IB-Inbound. OB-Outbound. Colors listed are ones ascertained to be in use; not sure just how many colors Pomona and Santa Ana uses. (TTO-Time-Tear-Off).

COMPANY	CITY	TYPE AND NUMBER OF TRANSFERS
San Diego Transit System	San Diego	2 U.S. forms: white NB, orange SB.
San Diego Economy Line	San Diego	Use old commute tickets for transfer.
Oceanside Transp. System	Oceanside	U.S. TP, blue, green, pink.
South Coast Transit Corp.	Santa Ana-Newport	U.S. no time punch-out, brown.
Santa Ana Bus Service	Santa Ana	U.S., TTO, purple, green, grey, yellow, white, possible other colors.
San Bernardino Muni.	San Berdoo	U.S., TTO, white, pink.
Highland-Patton Bus Line	San Berdoo	U.S., TTO, grey.
Pomona Bus Lines	Pomona	U.S., TTO, green, yellow, white, other colors--changed each month.
Pasadena City Lines	Pasadena	U.S., TTO, green, white, yellow, grey. Also a TP brown form issued.
Long Beach Pub. Transp. Co.	Long Beach	U.S., TTO, yellow.
San Pedro Transit Lines San Pidro Motor Bus Co. Highland Transit, Inc.	San Pedro	TTO, PMC (except H-T form) 5 lines, 5 colors, pink, green, white, yellow and orange.
Torrance Muni. Bus Lines	Torrance	U.S., TP, green.
Gardena Muni. Bus Lines	Gardena	U.S., TP, yellow.
Atkinson Transp. Co. So. L.A. Transp. Co.	Watts, So. L.A., Compton	U.S., TP, IB green, OB orange, both companies use same forms.
Montebello Muni. Bus Lines	Montebello	U.S., No. TP, 4 routes, 4 transfers (same form, 4 colors-purple, white, green and orange)
Eastern Cities Transit	East L. A.	Has run out of stock of transfers, will print no more; driver signs his name to piece of paper, which serves as a transfer.
Culver City Muni. Bus Lines	Culver City	U.S., TP, 3 routes, 3 transfers (same form, 3 colors-green, purple and orange.)
Inglewood City Lines	Inglewood	U.S. TTO, Orange.
Santa Monica Muni. Bus Lines	Santa Monica	U.S. TTO, Grey, route of issue overprinted on transfers.
Oxnard Muni. Transit	Oxnard	U.S. TTO, 4 routes, 2 colors-orange Southside shuttle, all other routes green--same form.
Citizens Transit Lines	Ventura	U. S. TTO PMC, grey.
Sta. Barbara Transit Co.	Sta. Barb.	U. S. TTO PMC, yellow.

This series will be continued in future issues.

CALIFORNIA CAPITULATIONS

BY WARREN F. QUON

MOTOR COACH DELIVERIES: We now present another new feature of THE BOOSTER. In this section, we will list the latest bus deliveries, both new and used coaches, that have been delivered to transit operations, in California, each month. January was a particularly active month in this area.

NEW COACHES:

Name of Property	Coach Nos.	Builder	Model/Serial Nos.	Notes & Comments
Univ. of Calif.	---?---	G. M. C.	TGH-3501004	No rear door
San Jose Lines	3501-3508	G. M. C.	TDH-3501163-170	
Culver City MBL	3501-3502	G. M. C.	TDH-3501188-189	
Torrance MBL	342	G. M. C.	TDH-4519564	
Sacramento TA	306-310	G. M. C.	TDH-4519	Airconditioned
Sta. Monica MBL	5342-5346	G. M. C.	TDH-53032286-2290	
Long Beach PTCo	5111-5120	G. M. C.	TDH-53032014-2023	Correction to previous report
Long Beach PTCo	5121-5125	G. M. C.	TDH-53032420-2424	
A. C. Transit	315-329	G. M. C.	TDH-5304471-485	No bucket seats

USED COACHES:

Corbett Transit L.	116, 123	G. M. C.	TDH-3714277, 284	Ex SMMBL 116, 123
AeroSpace	B201	G. M. C.	TD-4506164	Ex LAMTA 6263
So. L. A. T. Co.	45-49	G. M. C.	TD-4506 (Serials on 45-47 are unknown)	48 is TD-4506833 ex LAMTA 6373 49 is TD-4506846 ex LAMTA No. ?

WESTERN GREYHOUND LINES (WGL): Schedule folders 1-13 were reissued on 1-6-65, in brown ink. Important commuter changes include additional rush hour trips on lines in the CONTRA COSTA DIVISION, and the establishment of a new line, A--SAN FRANCISCO (Trans-Bay Terminal)-ALAMO-DANVILLE. Line A operates M-F only, and consists of one AM and one PM trip, operating express between Rudegar Road in Alamo, and San Francisco; thus doubling Danville service to two trips a day.

More PD-4103's, numbered 9332-9306, formerly of the 7300 and 7400 intercity series, are now being used in Bay Area commute service.

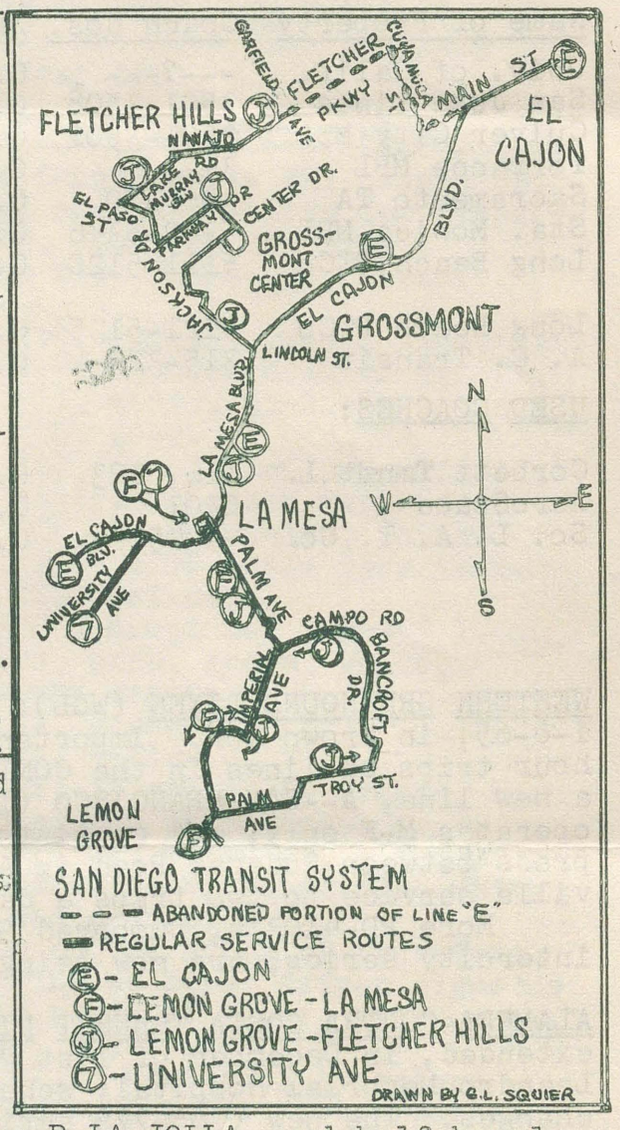
ALAMEDA-CONTRA COSTA TRANSIT DISTRICT (ACCTD): Line 40--FOOTHILL BLVD. was extended, in December of last year, from Estudillo & Mac Arthur to the San Leandro Memorial Hospital; schedules coincide with visiting hours and shift changes. The new (765-779 series) TDH-4519's are being used on lines 18--PARK BLVD. and 59/76--MONTCLAIR; the (315-329 series) TDH-5304's are assigned to lines 40/41/43--BERKELEY-OARLAND-FOOTHILL BLVD. Line T--TREASURE ISLAND's equipment has been upgraded from (1900 series) TDH-4509's to air-ride (2100 series) TDH-4801's. All (2500 series) Mack C-41GT have been retired with the arrival of ACCTD's latest 30 buses.

The ACCTD TDH-4519 that was reported here (TB-2/64) as being dammaged in transit, was discovered to be TDH-4519252, or what would have become ACCTD's coach No. 752. A replacement vehicle, bearing serial number TDH-4519296 was subsequently successfully delivered to ACCTD, it becoming No. 752. Information received from correspondent RICHARD R. KUNZ, of Chicago, revealed that the damaged coach has not been repaired by BLUEBIRD COACH [illegible] Chicago area suburban operator, who purchased the damaged coach [illegible]

CALIFORNIA CAPITULATIONS--ACCTD (CONTINUED):

LINES, a Chicago area suburban operator, who purchased it in a damaged condition. BCL went into receivership, and the receivers declined to spend any more money on the bus. The coach was then sold to another Chicago area suburban operator, WEST TOWNS BUS COMPANY, who has scrapped it for spare parts.

SAN DIEGO TRANSIT SYSTEM (SDTS): The Downtown Shoppers Pass (TB-7/64) was discontinued on October 25th; only 30 riders per day used the pass. On December 24th, SDTS filed an application with the Public Utilities Commission to eliminate Line R--MISSION BEACH SHUTTLE, and a portion of the Fletcher Hills branch of Line E--EL CAJON. The remaining portion of the Fletcher Hills branch, and the Lemon Grove leg of Line F--LEMON GROVE-LA MESA, are to be combined and become known as line J--LEMON GROVE-FLETCHER HILLS (see map). Thanks to UTB member, Bill Wootton, for the above information.



January 24, 1965 saw a major system-wide service reduction. Line 2--THIRTIETH ST. had three AM trips and two non-school day PM round trips (all on the Niles St. branch) eliminated. Line 5--MARKET ST.-CLAIRMONT Saturday hourly service to Massachusetts and University was cut back at College Grove Center; Sunday 90 minutely Massachusetts Avenue service was cut back to College & Streamview. Daily, the last two outbound trips now terminate at 54th and Streamview, instead of College and Streamview. Line 7--UNIVERSITY AVE. lost one PM inbound rush hour trip, and the Saturday only final round trip to La Mesa. Line 0--OCEAN BEACH-IMPERIAL BEACH Monday-Saturday base service was reduced from a 20/40 minute headway to a 30/60 minute headway. Service on the Chula Vista branch was eliminated on Saturdays. Line 0 Sunday service was cut to 40/80 from a 30/60 headway. Line R--LA JOLLA lost one AM round trip to La Jolla Shores. The Mission Beach Shuttle (rush hour-only service) lost two AM round trips and two PM round trips. Main line service was reduced from a 40-50 minute headway to 50-60 minutes. Line T--CROWN POINT lost all Sea World service. Schedules are now back on the pre-Sea World level, which consisted of Monday thru Saturday shuttle service, connecting with Line R-LA JOLLA, and half-hourly through service to downtown, in peak hours.

SDTS does not plan to repaint any more coaches in the new white and green scheme, now that all air-ride coaches (TDH-4801's and 4512's) have been completed.

SAN BERNARDINO MUNICIPAL TRANSIT SYSTEM (SBMTS): SBMTS revenue for the first five months of the 1964-1965 fiscal year have totaled $118,259.69, or approximately $1,300 under the same period last year. The budget estimates this year's income to be $311,200, with operating expenses of $371,405, leaving an estimated deficit of $60,000, which must come from city funds. SBMTS

THE MUNI MONTH BY CAMERON BEACH

(Editor's Note: This is to introduce a new member to the staff of THE BOOSTER, Cameron Beach. Cameron is a San Francisco resident, and has been interested in transit for several years, now. Cameron will keep us up to date with the latest news on the SAN FRANCISCO MUNICIPAL RAILWAY.)

SFMRY has placed car 1106 back in service, recently. It was involved in a serious accident in Twin Peaks Tunnel, back in August, 1963. The car needed a completely new front end.

Muni's general (interdivisional) signup took effect on January 4, 1965.

The Mack Truck Corp. is to send a "prototype" coach to SFMRy, and is to arrive sometime in June. SFMRy will test it and will recommend modifications to the coach.

Marmon-Harrington trolley coaches from the Presidio Division have been seen on Line 21-HAYES, on weekdays. The 21 line is normally 100% Fageol-Twin Coach equipped. Meanwhile, Fageols have been seen on the Union St. portion of Line 41--UNION-HOWARD, on mornings and eveningstrippers, that go to Beale and Howard only. Evidentally, Muni does not want to send these coaches all of the way to 26th and Mission, for a reason that is unapparent to this reporter.

The cable car shutdown is slated to begin around the beginning of April, and is to last for 40 days.

One of SFMRy's White coaches caught on fire while deadheading back to Ocean Division on January 13th. Also, former SFMRy 0412, a White model 798, has been seen in Corte Madera, being dismanteled

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CALIFORNIA CAPITULATIONS--SBMTS (CONTINUED):

plans to spend about $84,000 for four new buses, this year.

PEERLESS STAGES SYSTEM (PSS): On November 1, 1964, PSS eliminated the Sunday night only trip from Santa Cruz to San Jose, and cut out three round-trips daily, between Santa Cruz Casino and Santa Cruz on the OAKLAND-SAN JOSE-SANTA CRUZ Line. On October 1, 1964, service on the SAN JOSE-CUPERTINO Line was restored to the Mountain View-Los Altos area, while February 1, 1965 will bring the elimination of the first two outbound and last inbound trips. The SAN JOSE-EAST FOOTHILLS line will have a Monday-Thursday night shoppers trip and one PM rush hour round trip eliminated on February 1st. October 1st also saw the end of Saturday local service (five round trips) on the SAN JOSE-LOS GATOS Line.

MONTEBELLO MUNICIPAL BUS LINES (MMBL): On September 13, 1964, MMBL reduced the Sunday and Holiday headway on the GREENWOOD Line from 30 to 60 minutes. This was done to provide Sunday service on the Rosemead branch, and still use one coach.

TERMINAL ISLAND TRANSIT COMPANY (TITCo): On December 29, 1964, TITCo raised fares by 5¢ for all trips over the Vincent Thomas suspension bridge. Through Long Beach-San Pedro fares are now 35¢; San Pedro-Terminal Island fares are now 25¢; Long Beach-Terminal Island fares remain at 20¢.

CORBETT TRANSIT LINES (CTL): CTL started operations on December 21, 1964, over the route of the former ONTARIO MUNICIPAL TRANSIT SYSTEM, twelve days ahead of original schedule. Two used TDH-3714's were purchased from SANTA

CALIFORNIA CAPITULATIONS--CTL (CONTINUED):

MONICA MUNICIPAL BUS LINES; they retain their SMMBL two-tone blue paint job. The hourly service and 25/35¢ fare remain unchanged.

INGLEWOOD CITY LINES (ICL): ICL recently issued individual line schedules for Line 2--WESTCHESTER-INGLEWOOD and Line 3--INTERNATIONAL AIRPORT. Former public schedules published in a system timetable form, complete with system map and picture of a TDH-4512.

SANTA MONICA MUNICIPAL BUS LINES (SMMBL): On September 14, 1964, Line 2--WILSHIRE BLVD. night service, Monday thru Saturday, between 6:00PM and 10:00 PM, which formerly terminated at the Veteran's Hospital, was extended to the U. C. L. A. terminal.

Two of SMMBL's TDH-5105's, Nos. 5110 and 5111, recently received a new paint job. The new scheme may be described as follows: White roof, light blue to the belt rail. Below the belt rail, in front, dark blue to the bottom, on the sides and rear, there is a dark blue belt rail, below which is silver. All of this tends to make the coach resemble the new fishbowl coach.

ORANGE EMPIRE TROLLEY MUSEUM (OETM): January, 1965 acquisitions of two coaches now gives the Museum a total of five motor coaches on display at that location. The museum, which is located about a mile south of the city of Perris, California, which is 17 miles south of Riverside, also boasts a collection of 40-50 streetcars, which operate on several hundred feet of track, propelled by electricity provided by a Cummins diesel engine. The present bus fleet consists of the following:

Coach No.	Former Owner	Builder	Model/Serial Number	Year Built
----	Rosselyn Hotel	Moreland		1920's
8608	Glendale City Lines	Yellow	TD-3602056	1941
3008	Pacific Electric Metro. Coach Lines	White	798--347635	1948
845	Key System Transit	White	788--236699	1941
1501	Los Angeles Ry.	Yellow	Z-230	1925

AIRPORTRANSIT (APT): In November, APT, operator of greater portion of airport buses to the Los Angeles International Airport, acquired to more 33-seat Flxible Clippers, which they have numbered 1029 and 1030. In October, APT's subsidiary, SATELITE TRANSIT, which operates a 10 minute service connecting with each of the terminals, and charging a 25¢ fare, established a new route between the UNITED AIR LINES terminal and the International terminal, using aircraft runways. The trams often have to halt, to let a "707" go by, offering an airplane fan a view second to none. The service is operated every 12 minutes, using two trims mounted on a Willys forward control truck chasis. the 25¢ fare is collected by a Perry turnstyle. The SATELITE TRANSIT services are operated primarily for airline passengers changing planes in Los Angeles, who wish to avoid a long walk.

APT now has a new route between Los Angeles and the International Airport. Coaches now use La Cienega Blvd. and the Santa Monica Freeway.

A REMINDER--DUES ($3.00 or $5.00) AND SUBSCRIPTIONS ($2.00) ARE PAYABLE NOW

SCRTD RTD REPORT BY DAVID P. LANDES

DISTRICT UNVEILS LEGISLATIVE PROGRAM FOR 1965:

The District has announced the measures which it feels should be passed at this years session of the California legislature to aid the District in achieving its goals. The three main points of the program were:

(1) Authorzation of the SCRTD to levy a 1/2¢ per $100 of assessed valuation property tax, which would provide money for use in final rapid transit engineering studies.

(2) Amendment of the Collier-Unruh Act of 1963 to allow levying of a 1/2 of 1% in lieu tax on the value of each car in Los Angeles County. The money raised would be used to start construction in 1966 of the initial rapid transit lines and to provide the matching funds needed for the acquisition of a Federal mass- transit grant.

(3) Repeal of the act which allows the District to lease its equipment for charter purposes only to other charter bus operators and not to private individuals or groups

NEW FLXIBLE DEMONSTRATOR ARRIVES:

A new 35-seat demonstrator coach from the Flxible Co. made its appearance the week of January 24th. The coach, bearing model number FD 47-311-1 and serial number 75002, and numbered 9001(9000 having been used for the first small demonstrator), is of aquarium design and is painted in the former LAMTA paint scheme. Inside, it is equipped with padded seats rather than fiberglass seats. Power is provided by a Cummins V-8 diesal engine.

The coach has operated on line 111--BELLFLOWER-HUNTINGTON PK. and is equipped with a 2-D headsign(see SCRTD survey for other 2-D lines). SCRTD will have possession of the coach for about a month.

SERVICE CHANGES:

Line 81--VENTURA BLVD.-HOLLYWOOD-LOCKHEED-BURBANK had its Sunday and Holiday eastbound AM headway improved from hourly to half-hourly by the addition of a tripper which runs from Reseda& Ventura Blvds. to Ventura Blvd. & Vineland Ave.(connection with line 93--LOS ANGELES-VAN NUYS-PACOIMA for Hollywood and Los Angeles) between 7 and 11AM. These trips run eastbound only; service westbound remains on an hourly headway.

Line 124--LONG BEACH-ANAHEIM-FULLERTON had a new weekday run added, leaving Disneyland at 6:36 AM and arriving in Long Beach via route 124A at 745AM. Also, the run eastbound from Knott's Berry Farm leaving at 6:35 AM and arriving in Anaheim at 6:53 AM was extended to start in Long Beach at 5:48 AM.

A short-lived extension was made on line 47--WHITTIER BLVD.-EAST FOURTH ST. to serve the new Union Pacific general offices on Ferguson Dr. near UP's East Los Angeles Station. One trip was operated during rush hours, to the office in the AM and to Los Angeles in the PM. The run ran from January 11 until January 22. It was discontinued due to poor patronage. Seventeen riders each way were needed to break even, but the actual average was only ten each way.

HELP PRESERVE THE 8608--REMEMBER GLENDALE CITY LINES MATERIAL IS FOR SALE.

SCRTD REPORT (CONTINUED):

SCRTD NEWS BRIEFS:

For the first time in Los Angeles transit history a major transit property operated one day without an accident as SCRTD did just that on Sunday, Dec. 20, 1964. They almost made it two in a row as they operated with only one accident the following Sunday, Dec. 27.

SCRTD has ordered new hat and shirt badges, and special agents badges for its operating employees, all of which will have the new District emblem on them.

The District has sold four coaches which it found too small to use on its lines. They were 2400(TDM-4515272), which was sold to Richfield Bus Co. of Minneapolis, and 2404, 2406, and 2407(TDM-4515316, 328, and 329), which were sold to Tacoma Suburban Lines of Tacoma, Wash.

The following coaches have been repainted since our last list: 2029, 2031, 2039, 2216, 2317, 2392, 2945, 2952, 5176, 5179, 5180, 5184, 5185, 5186, 5190, 5193, 5194, 5197, 5207, 5208, 5228, 5305, 5306, 5308, 5310, 5312, 5313, 5344, 5501, 5521, 6528, 6547, 6555, 6557, and 6569.

FINANCIAL STATEMENTS

UNITED TRANSIT BOOSTERS
Income Statement
For the Year Ended 12-31-64

Operating Revenue:		
Dues Revenue	$74.00	
Excursion Revenue	32.30	
Publication Revenue	19.75	
Misc. Revenue	77.05	$203.10
Operating Expenses:		
Office Expense	$ 4.97	
Excursion Expense	36.20	
Publication Expense	79.44	
Meeting Expense	52.50	
Equipment Preservation Expense	7.00	
Misc. Expense	4.40	184.51
NET INCOME		$ 18.59

UNITED TRANSIT BOOSTERS
Balance Sheet
December 31, 1964

ASSETS		
Cash on Hand	$29.82	
Accounts Receivable	30.00	
Office Supplies	9.09	
Preserved Transit Equipment	436.15	$505.06
LIABILITIES AND NET WORTH		
Liabilities		
Accounts Payable	$61.48	
Prepaid Revenues	3.00	
Total Liabilities		$64.48
Net Worth		
Retained Earnings:		
As of 12-31-63	$17.32	
Amount for 1964	18.59	
Total Retained Earnings		36.91
Equipment Preservation Contributions		404.67
		$505.06

1965 BUDGET

Revenue:		
Dues (Anticipated increase of 20%) 37 members @ $3.00 each	$111.00	
Subscription (Anticipated increase of 20%) 16 @ $2.00 each	32.00	
Miscellaneous (From Auctions) Anticipated to be $7.00/month	75.00	
TOTAL REVENUE		$218.00
Expenses:		
Publication (to average 12 pages per issue)	$94.00	
Office	5.00	
Meetings (One meeting for each of 12 months) @ $7.50/month	90.00	
TOTAL EXPENSE		189.00
NET INCOME		$ 29.00