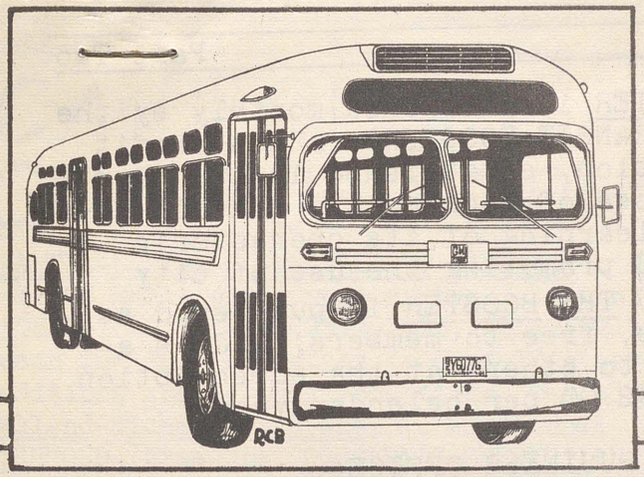


THE BOOSTER

Monthly Publication of The United Transit Boosters

'Dedicated to Better Transit'

Vol. 3, No. 4 April, 1965 Ten Pages

PITTSBURGH

PORT AUTHORITY TRANSIT will soon file for federal aid to help finance a $22.5 million, three year modernization program. Main points of the program include purchase of 387 new buses and construction of several new garages and shop facilities.

Under Phase One, PAT plans to purchase 180 new buses, 134 to replace present buses and 46 to replace streetcars on the Northside lines and construction of two new garages in Keating and Heidelberg.

Phase Two calls for 96 new buses, 32 to replace buses and 64 to be substituted for East End car lines. Also construction of three new garages.

The third phase contemplates 111 new buses, 70 to replace older coaches and 41 for the remaining East End and Northside streetcars, and construction of main shops, administration offices, and rail facility shops in the South Hills.

UPPER DARBY

PHILADELPHIA SUBURBAN TRANSPORTATION COMPANY(RED ARROW LINES) has petitioned the Pennsylvania state Public Utilities Commission to convert its ARDMORE-UPPER DARBY(69TH STREET TERMINAL) rail line to buses. The proposed bus line would run from the 69th Street Terminal on the West Chester Pike and along Darby Road to Oakmont. Between Oakmont and Ardmore the present rail right-of-way would be paved for use as a private road.

DECATUR

The University of Illinois recently received a $66,224 federal grant to conduct a series of transit service experiments in cooperation with DECATUR CITY LINES, a NATIONAL CITY LINES subsidiary. During the one year test several experiments will be conducted. They include: guaranteed seating, monthly fare express bus service; semi-express service during base service hours between an outlying suburb, which has no present service, and Downtown; a new fare zone structure based upon a minimum 10¢ fare and 5¢ for each additional zone; and last, augmenting off-peak service on two routes by reducing headways from half-hourly to fifteen minutely.

The findings from these tests will be compared with those from similar tests now being conducted in Peoria, Illinois. The findings will then be published for the information and guidance of transit operators across the country.

YUMA

A new transit property, named YUMA CITY TRANSIT SYSTEM was recently given approval to begin serving the City of Yuma. Additional details are unavailable at this time. Present Yuma service consists of one route between Downtown Yuma and San Luis, at the Mexican border, using a TDH-4512 operated by the YELLOW CAB OF YUMA, INC.

UTB CLUB NEWS etc.

MEETING NOTICE:

The May meeting of the UNITED TRANSIT BOOSTERS will be held on Sunday, May 9th, 1965, and the June meeting will be held June 13th, 1965, at the usual time and place (TB 3/65).

ETC.:

Our heartiest congratulations to our Recording Secretary and BOOSTER Circulation Manager Norman H. Weiner and his wife, Shirley, on the birth of their first child, a daughter.

The new member of the Weiner family, named Marilyn Robin Weiner, arrived at 4:17AM, April 18th. She weighed 5 lb. 13oz., and was 20 inches long. Once again, congratulations.

* * * * * *

NATIONAL NEWS (CONTINUED):

CLEVELAND: CLEVELAND TRANSIT SYSTEM recently ordered sixty new buses consisting of 45 GMC 53-seat TDH-5303's, five GMC SDM-5302's with air conditioning and reclining seats for charter service, and ten Flxible 38-seat [illegible]-COACHES for use on CTS three Downtown Loop lines. These will be the first 38-seat Flxibles ever ordered and will be similar to the 9000(LOS ANGELES METROPOLITAN TRANSIT AUTHORITY demonstrator)

Rapid transit-wise, CTS recently celebrated the tenth anniversary of its fifteen mile long rapid transit line which may be extended to the Cleveland Hopkins International Airport in the near future.

NEW YORK: AVENUE B AND EAST BROADWAY TRANSIT COMPANY will soon take delivery of five Flxible 45-seat "New Look" transit coaches. These are the first 45-seaters ever built by the Flxible Company, and AB & EB becomes the third New York property to receive Flxibles, the others being TRIBORO COACH CORPORATION and the NEW YORK CITY TRANSIT AUTHORITY.

TACOMA: TACOMA SUBURBAN LINES recently took delivery of three former LAMTA 2400 series GMC TDH-4515's. Ex-LAMTA 2404 is TSL 180, ex-2406 is now TSL 181, and ex-2407 is now 182. The coaches remain in their former LAMTA paint scheme, but have been lettered TACOMA SUBURBAN LINES. The headsigns have been removed and the coaches are used without benefit of signs. TSL information provided by UTB member Bob Holstrom.

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41 GT Macks which wer

LIFORNIA APITULATIONS

BY WARREN QUON

IAMEDA-CONTRA COSTA TRANSIT DISTRICT (ACT): In March A.C. retired the last remaining twenty six C 41 GT Macks which were numbered in the 2501-2560 series. The coaches included 2501,2502,2504,2505, 2508,2510-2514,2516,2522,2523,2525-2527,2529,2541,2542,2545,2547, and 2553-2557. Coach 1230, a G.M. Coach TGM 3609 converted to diesel is now being scrapped for parts. March 14th saw two schedule additions and several reductions. One additional P.M. peak hour trip was added to Line 31---Oakland-Richmond Express. An additional morning and afternoon trip was added to Line L--RICHMOND. Line 14 BROOKDALE-EMERYVILLE was extended from 35th Avenue and Brookdale Avenue via 35th Avenue, School Street, and Coolidge Avenue to Brookdale Ave. to serve a wider area. Line 72--SAN PABLO AVE. night service was reduced from a 15/30 minute headway to 20/40 minutes. Line 79--TWENTY-THIRD ST. service was changed from half hourly to 45 minute service. Line 68--ROOSEVELT-GARVIN service which formerly ran until 8P.M. was cut back after 6 P.M. Line L--RICHMOND Saturday headway was reduced from 35 to 40 minutes.

ACT directors have stated that ACT busses will continue to operate across the Bay Bridge to San Fransisco after BARTD inaugurates transbay train service. The policy was announced because several San Francisco officials proposed that Western Greyhound Lines take over the Transbay Transit Terminal for use by their commute busses. ACT officials stated that there are several East Bay areas where bus service will continue to provide faster, more direct service than using both a local bus and a train ans that ACT will continue to run buses across the bridge as long as people ride them.

endenhall Transpo rtation Company (MTC): MTC has been granted permission to raise its fares between Eureka - Arcata and the Airport. Fares will increase 25% for one way and round trips and 0% for monthly commuter and express fares. Fares to t he Airport from Eureka will be $1.75 nd from Arcata $1.00. (Information provided by correspondent Robert Gaddie)

IBSON BUS LINES (GBL): At the request of the City of Roseville the PUC is studying the perations of th e GIBSON BUS LINES between Roseville and Sacramento. The City of Roseville laims the service is inadequate (seven round trips per day) and that Western Greyhound Lines hould be given perm i ssion t o carry local passengers between the two cities.

Meanwhile GIBSON LINES has asked for an increase in commuter tickets from 30 rides for $16 o 30 rides for $22. (Information provided by correspondent Robert Gaddie)

ACRAMENTO TRANSIT AUTHORITY (STA): On March 2, STA voted not to acquire the SUBURBAN TRANSIT INES routes in th e north area but instead to initi ate four new routes into this area. The our lines would operate from Downtown Sacramento to Arden Fair Shopping Center, Grand Avenue o Winters Street, Auburn Blvd. to Arcade Blvd., and Northgate Blvd to San Juan Avenue. arge portions of STL routes would be duplicated by this service.

Service would start in September but as of March 11, bus stop markers had already been put p along Del Paso Blvd. in North Sacramento.

Also, STA voted to increase the basic fare on all lines from 15¢ to 20¢. The local zone n the north si de would end at El Camino Avenue for the new routes. (Information provided y correspondent Robert Gaddie)

A SADENA CITY LINES (PCL): PCL established new schedules on several lines on January 3rd.

Line 1--COLORADO BLVD. The Saturday headway of 12 to 15 minutes was decreased to every 15 o 20 minutes.

Line 3--N. LAKE-N. FAIR OAKS. Monday thru Friday base service reduced from 14 to 15 minutes, ush hour service changed from 10 to 12 minutes. Saturday headway reduced from 17 to 20 minues and Sunday former headways changed to 30 minutes in the AM and 40 minutes in the PM.

Line 5--ALLEN AVE. Saturday and Sunday night service was eliminated, the last trip now leaving olorado and Fair Oaks at 6PM instead of the former 945 PM. All day Sunday service was reduced from) minutely to hourly.

CALIFORNIA CAPITULATIONS--PCL (CONTINUED):
The covers of the new public timetables carry the words "Daily service covering the Pas[illegible]-Charter buses for all occasions" instead of the picture of the Long Beach Motor Bus 7616, TDH-3612 which was used on all National City Lines schedules.

SANTA ANA BUS SERVICE (SABS): SABS, the Santa Ana local operator has purchased its first GMC bus, a used 1948 38 seat TDM-3610/1776 from an unknown operator. It has been numbered 104 and is painted white with a green stripe. The coach lacks a center door and is being used on the SANTA ANA-EL TORO MARINE BASE line. "El Toro" has been painted directly on the destination sign glass. SABS has stopped using the Union Bus Depot in Santa Ana and now loads at 4th & Bush in Santa Ana. Only the El Toro line had used the station.

ANTELOPE VALLEY BUS LINES (AVBL): AVBL, operating local service in Lancaster, recently purchased an ex-LAMTA bus, TDH-4506/849, former 6364. It has been renumbered 119, but retains its LA MTA paint scheme.

EUREKA-REDDING STAGES (ERS): ERS, running three round trips a week between the towns of its name doubled its service on February 2nd. Service now consists of one round trip daily except Sunday.

TANNER GRAY LINE (TGL): Forty 49-seat air-conditioned Flxible suburban coaches have been ordered for June delivery just in time for the summer influx of tourists. A demonstrator with 49 reclining seats and air conditioning, painted white with blue trim has been used by Tanner recently, courtesy of C. V. Whithorne, Flxible West Coast sales representative. No number was visible, but the license is ID-DLR-577. It is expected the Flxibles will replace the older Crown coaches.

SOUTH COAST TRANSIT CORP. (SCTC): SCTC has started renumbering its fleet. The new numbers are: 26(a PD-4103/020), now 2107; 108(a 1944 Crown 45 high-back seat), now 7411; 111(a 1948 Brill IC 41 Intercity), now 7812. While the TDH-3714 transit coaches 151-157 are to be renumbered 2478-2484 in order, as of March 21 only 2479(ex-152) had received its new number. The remaining Flxible Clippers and 112, another Crown, have not been renumbered yet.

VILLAGE BUS SERVICE (VBS): The City of Palm Springs has notified VBS officials that the city will exercise the six months cancellation clause in Tanner's exclusive franchise agreement in effect since 1943. The city will now accept proposals for a new city transit operation. Both BORDERLAND TRANSPORTATION of Brawley and the newly formed PALM SPRINGS TRANSPORTATION CO. have indicated an interest in obtaining the new franchise.

BAKERSFIELD MUNICIPAL TRANSIT SYSTEM (BMTS): During March BMTS was seeking to take over the BAKERSFIELD CITY SCHOOL DISTRICT TRANSPORTATION SYSTEM so as to combine two tax subsidies and institute certain economies, such as consolidation of maintenance facilities and driver assignments.

WESTERN GREYHOUND LINES (WGL): More PD-4103's, numbered 9323-9331, formerly of the 7300 and 7400 intercity series, are now being used in Bay Area commute service. WGL intends to purchase sixty transit type coaches for the San Francisco commuter routes. A commuters group attempted to force WGL to air condition the coaches, but the PUC said air conditioning wasn't necessary. WGL plans to build a new station at San Luis Obisbo and to modernize and enlarge the present Santa Monica Station. Recently two additional round trips were added to Line U--MILL VALLEY-SAN FRANCISCO(FERRY BLDG.).

SANTA BARBARA TRANSIT CO. (SBTC): The City of Santa Barbara which had promised SBTC a $1950 monthly subsidy in order for the company to purchase new buses (TB 2/65) has withdrawn its subsidy offer for now. The city said that since 43% of SBTC operations are outside the city, it would be unfair to Santa Barbara taxpayers to subsidize the entire operation. The city requestedthe county to meet its share, but the Board of Supervisors said they received a legal opin-

NIA CAPITULATIONS--SBTC (CONTINUED)

which bars county aid to SBTC. As of April 1 the mayor and the supervisors were seeking legislation to form a Santa Barbara County Transit District.

On March 5 all evening service after 6:30 PM was eliminated—it formerly ran until 8:00 PM. A lso Limes 5--MESA and 7--CARPENTERIA had all Sunday service eliminated. On March 29 SBTC established three new lines; Line 8--FIVE POINTS, and Line 9--STOW CANYON LOOP-CATHEDRAL LOOP, a Goleta local line, run on an hourly headway using one bus apiece between 6:30 AM and 5:30 PM Monday thru Saturday. The third line, EARL WARREN PARK VIA OAK PARK exists, but we have no details on this line yet.

SANTA MONICA MUNICIPAL BUS LINES (SMMBL): On February 21 SMMBL improved Line 1--SANTA MONICA BLVD. weekday wesybound only PM rush hour service from UCLA to Venice. Service now runs every 7 minutes between 4:25 PM and 5:50 PM Instead of the all day base and eastbound rush of ten minutely. Line 2--WILSHIRE BLVD. had two weekday night shuttle trips added, one from UCLA to downtown Santa Monica at 8:25 PM and the other from the Veterans Hospital to downtown at 10:00 PM. Both Lines 1 and 2 schedules now feature route maps. Only Line 12--ROBERTSON BLVD.-CULVER CITY had a map before.

SAN DIEGO TRANSIT SYSTEM (SDTS): SDTS has received pernission to eliminate Line R--MISSION BEACH SHUTTLE and establish Line J to replace portions of Lines E and F (TB 1/65). On March 15 the Citizen's Committee made its report which recommended that the city not acquire SDTS as they claimed transit service would benefit too small a percentage of people and would be a burden on the taxpayers. The report called for private operation and tax relief. Almost immediately SDTS must be saved from further decline by an immediate city takeover, SDTS patronage being down 12.8% in 1964. James Haugh, SDTS President has stated "Public ownership is the only way to curb transit loses which are rising because of decreasing patronage and increasing costs.

UTB member Bill Wootton writes that James Haugh made a statement to 600 interested persons on April 5th that if help was not immediately received he would order a company review of all the less profitable elements of company operation.

Possible cutbacks in or elimination of Saturday, Sunday and night service and suburban lives might occur.

Routes affected could include B-Allied Gardens, F--LA MESA, G--ASTRONAUTICS, H--LINDA VISTA, K--CATALINA BLVD, F--CROWN POINT, W--LINCOLN ACRES, 2--NILES STREET, 4--PACIFIC BEACH-IMPERIAL AVE., 5--CLAIRMONT-MARKET STREET, 6--POINT LOMA-NORTH PARK and 12--BAYVIEW HILLS. This shocked the City Council in action and in conference on April 9th approved the following action. 1)a 1965-1966 grant of $91,000, a little less than the franchise tax. 2) An audit of SDTS books to determine exact position of assets and liabilities. 3) A Councilman will meet with the mayors of surrounding cities and the Board of Education to seek a solution to the $230,000 loss on SDTS school bus service. 4) Meet with the PUC to discuss tax relief for SDTS. 5) City will meet with Haugh to determine possible new bus service.

This action meant the endorsement of the recommendations of the Citizens Committee, calling for private operation and tax relief.

A San Diego County Transit District Bill was recently introduced in the State Legislature providing for an area wide, tax supported transit agency.

AIRPORTRANSIT (APT): Los Angeles major airport operator reduced weekend service on March 24 on the LOS ANGELES-LAX INTERNATIONAL AIRPORT line from every 30 minutes to every 45 minutes. Weekday half-hourly service remained the same.

The SAN FERNANDO VALLEY LINE, which runs over the San Diego Freeway had three round trips added on weekdays making a total of eleven trips with seven trips on Saturday and Sunday.

CALIFORNIA CAPITULATIONS (CONTINUED):

LONG BEACH PUBLIC TRANSPORTATION CO. (LBPTC): LBPTC modernized its fleet in March by receiving eleven more 45-seat GMC "New Look" coaches. Numbered 4531-4541, they are TDH-4519/568-578. They feature air assist push exit doors and turn signals mounted on the sides of the buses. Also purchased was a 45-seat SDM-4502/064, numbered 4500, complete with air conditioning and under-floor baggage racks. This coach is designed for charters up to the San Bernardino Mountains where, on a descent, the braking power of the engine could be used to assist the regular air brakes. LBPTC now has 67 "New Look" buses out of a fleet of 104. Recently retired were all seven TDH-3610's and four of the six TDH-3612's. Two 1950 36-seat buses, 3615(TDH-3612/821) and 3616(TDH-3612/822) are the last 36-seat buses left at LBPTC.

On February 28th LBPTC made extensive night service reductions. Line 1--PACIFIC COAST HIGHWAY-EASY AVE. night service was reduced to 40 minutely after 8:30PM and service on the two branches beyond the Traffic Circle in East Long Beach was eliminated after 7:20PM instead of 8:50PM weekdays and after 5:30PM instead of 7:00PM on Sunday.

Line 2--DOMINGUEZ-PARAMOUNT weekday night service was reduced to hourly after 8:30PM. Formerly it was 30 minutely until 12:30AM. Saturday and Sunday service (hourly until 10:30PM) remained the same.

Line 5--NORTH LONG BEACH-NAPLES. The former Line 5 was combined with the Naples and 72nd and Ocean branches of Line 12--SEAL BEACH. Headways for the combined line are: weekdays, 15 minutes and 30 on the branches; Saturdays, 20/40; and Sundays, 30/60. Night service was reduced to hourly after 7:35PM instead of the former 30 minute headway.

Line 9--EAST SEVENTH ST.-BELLFLOWER had some night service discontinued due to the failure of the City of Lakewood to pay any of the cost of providing LBPTC service. All Line 9 base service remains as before as does all night service within the Long Beach city limits. After the last Bellflower coach(9:00PM weekdays and 7:00PM on weekends), all service terminates at Del Amo & Bellflower Blvds. on the Bellflower branch and at Woodruff Ave. & Carson St. on the Woodruff branch. These points are the dividing line between Long Beach and Lakewood.

Line 10--CARSON ST. All evening service weekdays, formerly 40 minutely after 6:00PM, was eliminated except for one trip leaving Lakewood Shopping Center at 9:50PM for Willow & Santa Fe.

Line 11--EAST BROADWAY-LAKEWOOD-BELLFLOWER base and night service within the Long Beach city limits remained the same. Former Bellflower via Clark Ave. trips which ran until 12:30AM are now cut back after 7:30PM, with all later trips terminating at Del Amo Blvd. & Clark Ave. The Lakewood Blvd. branch which ran hourly until 10:00PM through to Bellflower now terminates at Hardwick St. & Lakewood Blvd. beginning with the 7:00PM trip. On Sundays all Bellflower through trips now bypass Lakewood Shopping Center.

Line 13--PACIFIC AVE.-SEAL BEACH. Line 13 was extended from Naples to Seal Beach, taking over the third branch of the old Line 12. Line 13 retained its half-hourly service during all hours of operation. Seal Beach night and Sunday service now is hourly with alternate Line 13 buses turning around at the former 2nd & Bayshore terminal.

As a result of the service changes three buses are saved weekdays and Saturdays and two on Sundays.

SERVICE TABLE

	BASE	RUSH	SAT.	SUN.
1 PACIFIC COAST HWY.-EASY AVE.	20(40)-7*	20(40)-7	30(60)-5	30(60)-4
2 DOMINGUEZ-PARAMOUNT	20(40)-8	20(40)-8	30(60)-5	30(60)-5

...its fleet in ... Numbered 4531-... exit doors and ... was a 45-seat

...NIA CAPITULATIONS--LBPTC (CONTINUED):

		BASE	RUSH	SAT.	SUN.
4	E. ANAHEIM-MAGNOLIA	15(30)-7	15(30)-7	20-5	30-3
5	N. LONG BEACH-NAPLES	15(30)-8	15(30)-8	20(40)-6	30(60)-4
6	ATLANTIC BLVD.-ORANGE AVE.	15(30)-6	8(16)-9	15(30)-5	30(60)-3
8	PIERPOINT-E. TENTH ST.	40-1	40-2	40-1#	60-1
9	E. SEVENTH ST.-BELLFLOWER	12(60)-8	10(60)-10	15(60)-6	30(60)-3
10	CARSON ST.	30-3	30-3	30-3	---
11	E. BROADWAY BELLFLOWER	15(60)-6	12(60)-8	15(60)-6	30(60)-3
13	PACIFIC AVE.-SEAL BEACH	30-4	30-4	30-4	30(60)-3
	TOTALS	58	66	46#	29

*-coach requirements
#-one additional coach is required for Line 8's Saturday rush hour
( )-denotes branch line headways

PEERLESS STAGES SYSTEM (PSS): Sunday and holiday service was reduced on the SAN JOSE-OAKLAND line on March 15th. A Sunday and holiday night express trip from Oakland to San Jose was eliminated as was the Sunday only Oakland-Palo Alto round trip. All PaloAlto service now runs between Palo Alto and Hayward with connections for Oakland. A Monday-Saturday midday trip was reduced to a Saturday only trip.

STOCKTON CITY LINES (SCL): Present plans call for the STOCKTON METROPOLITAN TRANSIT DISTRICT to acquire SCL by June 30, 1965. By law, condemnation proceedings must take place although both parties have agreed to a price of $321,746. An interesting note--6613, a TD-3609/248, recently acquired from San Jose is used in daily service with the SAN JOSE CITY LINES emblem still on the coach.

SAN JOSE CITY LINES (SJCL): On February 8th SJCL instituted a program of line extensions in conjunction with their fare increase(TB 2/65). Line 1--SANTA CLARA-LINDA VISTA. The Lexington Rd. branch in the City of Santa Clara was extended about a mile further west to serve the Kaiser Hospital on Kieley Blvd.

Line 3--10th & KEYES-LINCOLN AVE. The Lincoln Ave. leg was divided into two branches, one out Foxworthy Ave. to Ross & Ewer Aves., and the other via Willowmont Ave. to Jacob & Sorci. Previously, only a shortened version of the Foxworthy Ave. branch was operated.

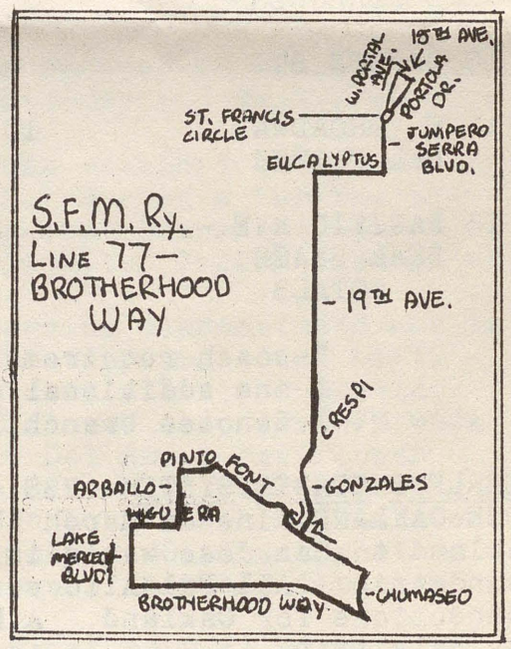
Line 5--SAN CARLOS ST.-VALLEY FAIR-17TH & ROSA. Service on the San Carlos St.-County Hospital branch was extended beyond the hospital into West San Jose along Williams Road about two miles.

Line 6--CIVIC CENTER-VALLEY FAIR. This is a new crosstown route, Monday thru Friday only, on the Northside. (CONTINUED ON PAGE 8)

THE MUNI MONTH BY CAMERON BEACH

The big event of the month is the replacement of the cable cars with motor coaches. The coaches were assigned to Potrero Division because it is the only division on the Railway that could hold an extra thirty coaches. Mack C49DT's 2620-2629 from Kirkland Division and 2630-2648 from Ocean were used in this operation. However, in case of a breakdown, a Kirkland coach would be substituted because of the distance between the cable lines and Potrero. The first coach on the line was 2622 and one of the passengers on that trip was UTB member Ed Buckley. This writer wasn't there because he was riding streetcars and cable cars until 3:00AM that morning.

On February 28th a new experimental route, Line 77--BROTHERHOOD WAY was established as a Sunday and certain holidays only operation. The line runs on a half-hourly headway between 8:40AM and 1:40PM and was inaugurated to serve the several churches along Brotherhood Way in the Lake Merced district.



Line 31--BALBOA had its outer terminal(33rd Ave. & Balboa) changed on Sunday and holidays from 10:00AM to 5:00PM so as to serve the Palace of The Legion of Honor. The former headway of 20 minutes was reduced to 13 minutes.

Line 19--POLK morning and afternoon peak hour service has been extended from the S.P. Station(midday terminal) to Pier 50(Mission Rock Terminal) via 3rd Street.

Because of the large number of coaches pressed into service during the cable car signup, PCC cars 1006-1040 and 1101-1105 had their Grant Electrolock fareboxes replaced by Johnson Type D fareboxes. These "coffee grinders" had been the standard Muni farebox from 1912 to 1958. These boxes, however, were only locked vault boxes.

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CALIFORNIA CAPITULATIONS--SJCL(CONTINUED):

The Civic Center and Valley Fair Center are connected by this line which runs via Polhemus St., Coleman St., Taylor St., Naglee St., and Forest Ave. to Redwood(Valley Fair). Portions of this route replace the former Line 6--AIRPORT-22ND & WILLIAMS, which was partially discontinued due to the lack of patronage(3% of the system total).

Line 7--PARK AVENUE-22ND & WILLIAMS. The Park Avenue route which formerly terminated Downtown was extended to the eastside to takeover the 22nd & Williams leg of the former Line 6.

BAY RAPID TRANSIT CO. (BRTCo): The local Monterey-Carmel operator, BRTCo recently signed a new three year labor contract with its operators. The agreement calls for a three step 23¢ per hour pay increase. The first boost raised the driver's hourly rate to $2.622, which includes a $.072 cost of living allowance.

SCRTD REPORT BY DAVID P. LANDES

GILLIS RESIGNS AS EXECUTIVE DIRECTOR:

C. M. Gillis has annonced his resignation as Executive Director of the District to accept a vice-presidency with a Los Angeles engineering firm. Gillis joined the now defunct LOS ANGELES METROPOLITAN TRANSIT AUTHORITY as Executive Director in May, 1959. District Directors said they hoped Gillis could be persuaded to stay on at least until the end of the present session of the California Legislature, which will be considering legislation of great importance to the District(see below).

DISTRICT REVISES LEGISLATIVE PROGRAM:

After having listened to public reaction to its legislative plans(TB 1/65) the District has made some changes which it feels will be more palatable to Los Angeles County taxpayers. The two main proposals are:

(1)-Voter approval of a 1% in-lieu tax(motor vehicle license fee tax). Once approved by the voters, this tax would remain levied county-wide until the bonds had been paid off. The average cost per year per auto would be about $8. The revenues from this tax, combined with revenues from the rapid transit system itself, would support the $850 million in bonds which would be used to build the first four legs of the system. These legs would be from Downtown Los Angeles to West Los Angeles, El Monte, Long Beach, and the San Fernando Valley.

(2)-Authorization by the California Legislature for the District itself to levy for one year only the Collier-Unruh 1/2% in-lieu tax. This would cost about $4 per auto. The funds raised in this fashion would be used to complete all the necessary final engineering and to improve present bus service.

This program is a departure from previous programs in that the effort to use a property tax as the primary source of revenue has been abandoned; instead, the emphasis has shifted to automobile license fee taxes. Perhaps the District feels that it has a better chance of winning over to its side those most likely to vote against the tax, in this case, the automobile owners(who, presumably, are also automobile drivers), by promising them less traffic congestion, than it did the property owners, who already carry most of the tax burden in Los Angeles County.

125 NEW BUSES ORDERED:

The Flxible Company has been awarded a contract for 125 new coaches, at a total purchase price of $3,785,415. 100 of the new buses will be urban types with either 50 or 51 seats, and will have hydraulic transmissions and diesel engines. They will cost $28,406 @, and will be delivered in late September or early October.

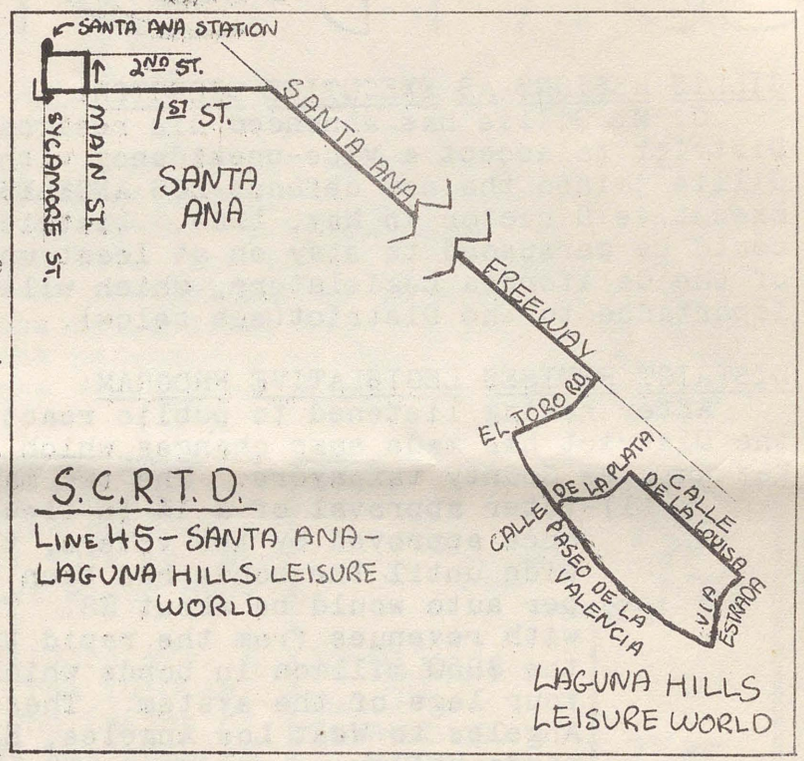
The remaining 25 new coaches will be 49-passenger suburban types. They will be equipped with air conditioning(SCRTD'S first!), mechanical transmissions, and diesel engines. They will cost $36,440@, and will also be delivered in late September. These coaches will be used on Line 60--LOS ANGELES-POMONA-RIVERSIDE-SAN BERNARDINO-REDLANDS and on Line 59--LONG BEACH-RIVERSIDE, two of RTD's longest lines.

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SCRTD REPORT (CONTINUED):

NEW ORANGE COUNTY SERVICE BEGINS:

On April 26th, a new line, Line 45--SANTA ANA-LAGUNA HILLS LEISURE WORLD began operation. The line is 14 miles long and runs non-stop from the RTD station in Santa Ana to Leisure World. Three round trips per day are operated, leaving Santa Ana at 9:00AM, 3:00PM, and 7:23PM, and leaving Leisure World at 9:33AM, 3:33PM, and 7:50PM. The first and last trips are made by a coach from Line 58--LOS ANGELES-FULLERTON-SANTA ANA, and the middle one by a coach from Line 59. Connections are scheduled in Santa Ana with Line 58 for Fashion Square Shopping Center, other Orange County points, and Los Angeles. The new service is operated Monday thru Saturday.



VENICE FREEWAY FLYER BEGINS--FINALLY!

The freeway flyer portion of Line 75--VENICE BLVD.-ECHO PARK AVENUE, which was scheduled to begin running on the Santa Monica Freeway when that freeway was opened in early November, 1964 (TB 10/64), but was put off because of operating conditions on the newly opened freeway, began operation April 5th. At the same time, Line 13--LOS ANGELES-CULVER CITY-PLAYA DEL REY-EL SEGUNDO began operating on a limited stop basis along Venice Boulevard to provide express service for those passengers who find the new freeway route inconvenient or hard to reach.

NEW LOS ALAMITOS RACE TRACK SERVICE:

Effective with the beginning of the racing season, April 9, at Los Alamitos Race Track, the District began operating service from Long Beach to the track as well as from Downtown Los Angeles. In former years this service was operated by TANNER GRAY LINE, a Los Angeles sightseeing bus operator. This year, however, TGL decided not to run the service, and said they would not object if RTD did. About fifty persons are transported in each direction.

REPAINTED COACHES:

Here are more repainted coaches: 2027, 2153, 2320, 2325, 2335, 2343, 2960, 5231, 5507, 6573, 6515, 6516, 6579, 6566, and 2171. 2961, 5964, 5991, 6516, 6519, 6564, 6569, and 6583 are now sporting the new RTD emblem on their sides.

NATIONAL NEWS (CONTINUED):

MILWAUKEE: From UTB member Douglas Traxler comes the following information to correct some information listed previously(TB 3/65). The ten TDH-5301's from TRIBORO COACH CORPORATION turned out to be serials TDH-5301/909-918, ex-TBCC 751-760, and will be numbered 1751-1760 on MILWAUKEE AND SUBURBAN TRANSPORT CORPORATION. The TDH-5302's are correct as published and as of April 6th, although some were ready, none had been placed into service.