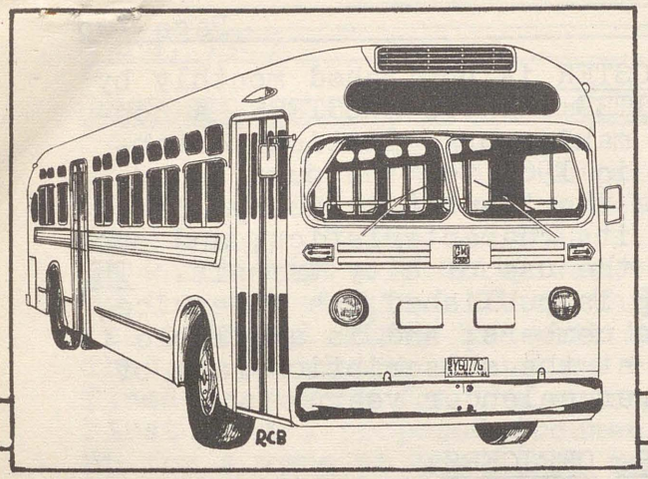


THE BOOSTER

Monthly Publication of The United Transit Boosters

'Dedicated to Better Transit'

Vol. 3, No. 6 June, 1965 Twelve Pages

DAVENPORT

In cooperation with DAVENPORT CITY LINES a NATIONAL CITY LINES subsidiary, the Downtown Davenport (Iowa) Association underwrote the cost of providing the public with bus service, as a means of maintaining passenger traffic into the downtown area, during recent Mississippi River floods, which hit Davenport with hard blows. The free-ride arangement began on Friday April 23rd, and continued until normal conditions were restored. On all inbound trips, fareboxes were covered. Regular fares were charged on outbound trips, thus the round trip was at half-price.

MILWAUKEE

The MILWAUKEE & SUBURBAN TRANSPORT CORP. has placedan order with the Truck & Coach Division of General Motors Corporation for 63 model TDH-5303 transit coaches, which, together with the ten TDH-5301's and ten TDH-5302's recently purchased used (TB-3/65 and 4/65), will enable the company to convert its last two trolley coach lines to motor coach operation. Although the new buses will not be delivered until August, trolley coach conversion took place on June 20th. Buses ordinarily used only for school service, will be used during the summer, until the new coaches arrive. Construction is to begin immediately on a new garage facility to house 48 buses. To be built on the site of the former trolley coach storrage area, this construction is the reason for the early T. C. conversion.

BALTIMORE

From correspondent HARRY E. BENNETT, JR., comes word that the BALTIMORE TRANSIT COMPANY had received the last of of 25 new buses by June 1st. The coaches are of G. M. Coach manufacture and are the TDH-5304 model. Harry comments that these coaches are the first long, narrow buses in BTCo history, all other 51's and 53's having been wide (96" vs. 102"). Serial numbers are TDH-5304/744-768; coach numbers are 2100-2124. The last group of new buses ended at 2075; leaving a blank space is a departure in procedure for BTCo. It is reported that one of the new buses was dammaged, before leaving the plant. It is not known weather this coach was repaired or replaced. The 2100's replace 30 ACF-Brill's, scattered in the 2500 series. Present fleet size is down from 799 to 794.

COLUMBUS

On May 30th, the COLUMBUS TRANSIT COMPANY became an all motor coach operation, by converting its last three trolley coach lines, OAK STREET, MAIN STREET and HIGH STREET. Thirty-five new airconditioned GMC TDH-5303's were purchased as replacement vehicles. The OMNIBUS SOCIETY OF AMERICA, INC., of Chicago, chartered the last trolley coach to run in the City of Columbus, and toured the three remaining lines.

CTCo operated 44 and 48-passenger trolley coaches, of Marmon-Harrington manufacture during the last few years of trolley service.

CITY TRANSIT LINES, of Dayton, is now the only Ohio city with TC's, full time.

CLUB NEWS etc.

MEETING NOTICE: The July meeting of the UNITED TRANSIT BOOSTERS will be held on Sunday, July 11, 1965, and will be convened at the usual time and place; studio-auditorium of the Gary-Knause Apartments, which is located at 245 South Lucas Ave., in the Crown Hill section of Los Angeles, at 7:30 P.M.

The August meeting, which will be held on August 8, will also be held at the above location, however, effective with the September meeting, the meeting place is being moved. The new location will be in a meeting hall of the Guardian Bank, which is located at Sunset Blvd. and Orange Drive in the Hollywood district. Meetings held at this location will be convened at 7:30PM on the following dates: Sunday September 12, October 10, November 14, and December 12, 1965. Watch for further details on the new meeting place in the July or August issues.

To reach the Crown Hill meeting place 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 to Miramar. The building in which the meetings are held is located on the northwest corner of Miramar & Lucas.

* * * * * * *

NATIONAL NEWS (CONTINUED):

SHREVEPORT (La.): The SHREVEPORT TRANSIT COMPANY was recently purchased by the AMERICAN TRANSIT CORPORATION, a St. Louis based holding company. It is understood that ATC plans to replace the present, extensive trolley coach system, with motor coach operation--within the next few months.

NEW YORK CITY: The New York planning Commission has developed a plan to run LONG ISLAND RAILROAD trains onto the NEW YORK CITY TRANSIT AUTHORITY subway tracks, to provide a faster, cheaper ride for Long Island commuters. Under the plan, trains from Port Washington , Floral Park and Valley Stream would use the subways during rush hours only.

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.

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

U. T. B. BUSINESS ADDRESS:
c/o David P. Landes
500 Landfair Avenue, Room L-2
Los Angeles, California 90024
Telephone: (213) 479-9153 (evenings)

PUBLICATION STAFF:
Editor --Gerald L. Squier
Associate Editor --Edmund A. Buckley, Jr.
National News Division:
Edmund A. Buckley, Jr., Director
1167 North Serrano Avenue
Los Angeles, California 90029
California News Division:
Warren F. Quon, Director
1101 West Thirty-Eighth Street
Los Angeles, California 90037
SFMRy News Division:
Cameron Beach, Director
2829 Baker Street
San Francisco, California 94123
SCRTD News Division:
David P. Landes, Director
500 Landfair Avenue, Room L-2
Los Angeles, California 90024
Distribution Division:
Norman H. Weiner, Director
1159 South Citrus Avenue
Los Angeles, California 90019

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

PROPOSED CHARTER OF THE UNITED TRANSIT BOOSTERS

As most of our Los Angeles area members know, the UNITED TRANSIT BOOSTERS was formed on a hot July evening, in 1963. At that time, after much discussion of many proposals, we finally settled on an informal structure, in which most authority was vested in a General Manager, who was appointed by the membership. Since this time, membership has grown to over four times its original size; the work has simply gotten to be too much for one man. Thus, a perminant structure committee was appointed to suggest a more refined framework for the organization. The committee has accomplished the first of its proposed documents, the charter. The charter will be brought up for a vote at the first meeting after this issue of THE BOOSTER has been distributed (probably the ~~July 12th~~ August 8th meeting). Any objections or changes to the proposed charter must be raised at the meeting, at the time of presentation of the proposed charter.

ARTICLE I

The name of this organization is UNITED TRANSIT BOOSTERS.

ARTICLE II

The purpose for which this organization has been formed is to back the urban and suburban transit industry, learn of its characteristics, and promote the use of city transit. Pursuant thereto, the organization shall conduct and engage in various educational, historical, and recreational activities, including, but not limited to, the following:

(a) The gathering, studying, preservation, and dissemination of historical information and artificats relative to transit.
(b) The sponsorship of excursions for the purpose of inspecting transit properties and operations.
(c) The sponsorship of educational lectures, exhibits and programs by means of which members of this organizations and others interested in transit history and operation may obtain information relative thereto.

ARTICLE III

No part of the net earnings of this organization shall inure to the benefit of any member or individual. The organization shall not carry on propaganda, or otherwise attempt, to influence legislation; nor shall it participate in, or intervene in (including the publishing or distributing of statements), any political campaign on behalf of any candidate for public office. In the event of the dissolution of this organization, its net assets shall be conveyed only to non-profit organizations or Corporations organized for purposes akin to those for which this organization is formed.

ARTICLE IV

The principal office for the transaction of the business of this organization is to be located, and all of its regular business meetings are to be held, in the County of Los Angeles, State of California.

* * * * * * *

COMMENT: As was stated above, the proposed charter will be voted on at a subsequent regular membership meeting. For the benefit of out-of town members, this has been the plan that was adopted and accepted from the start of this organization. In order for any member to vote on the approval of the proposed charter, it will be necessary for him to present himself at the meeting at which the matter is brought-up. We do solicit opinions from out-of-town members, and all such opinions or statements will be brought to the attention of the membership at the appropriate meeting.

SAN DIEGO TRANSIT SYSTEM SPECIAL SERVICE ROUTES

BY WILLIAM T. WOOTTON

The SAN DIEGO TRANSIT SYSTEM has, for many years, operated routes that were not known to the general public. These routes were not indicated on SDTS's publicly distributed route maps, nor were any of the excellent colored timetables issued for these lines. These lines generally connected manufacturing centers with other points on the SDTS system. As a result, only employees of the plants that were served, were familiar with the service on these lines. Below, are timetable and route information for three of these special service routes, that are still in operation.

Route C--30th STREET-NAVAL STATION

ROUTE: From 30th & Adams, via 30th, Market, 32nd, Main, 8th, (National City) into and through Naval Station, out Gate 6, 32nd, Market and 30th to Adams.

Train No.	30th & Adams	30th & Univ.	30th& Juni- per	32nd& Mar- ket	8th & Roose- velt	Gate 9 Naval Station	Gate 6 Naval Station	32nd& Mar- ket	30th& Juni- per	30th& Univ- ersity	30th & Adams
160	625AM	630	642	648	658	704AM	---	(to Route 3)		---	---
31	---	---	(from Route E)*			405PM	413	418	425	430	437PM

All trips operate Monday through Friday only
* - This coach had previously operated on Line E, on school days only.

Route D--LA JOLLA-CONVAIR ASTRONAUTICS

ROUTE: From Girard & Wall (La Jolla) via Girard, Pearl, La Jolla, Turquoise, Mission, Garnet, Balboa, Clairmont, Clairmont Mesa, and Astronautics feeder roads to plant opposite U. S. Highway 395.

Train No.	Girard & Wall	Rosemont & La Jolla	Garnet & Mission	Garnet & Ingram	Balboa & Clair- mont	Clairmont & Clair- mont Mesa	Gate 8 Convair Astrnts	Girard & Wall	Then to Route
428	605AM	610	616	620	628	631	645AM	---	5
446	655AM	700	707	713	722	725	745AM	---	6
301	---	---	---	---	(from Route V)*		405PM	450PM	%
	---	---	---	---	(from Route H)*		455PM	540PM	%

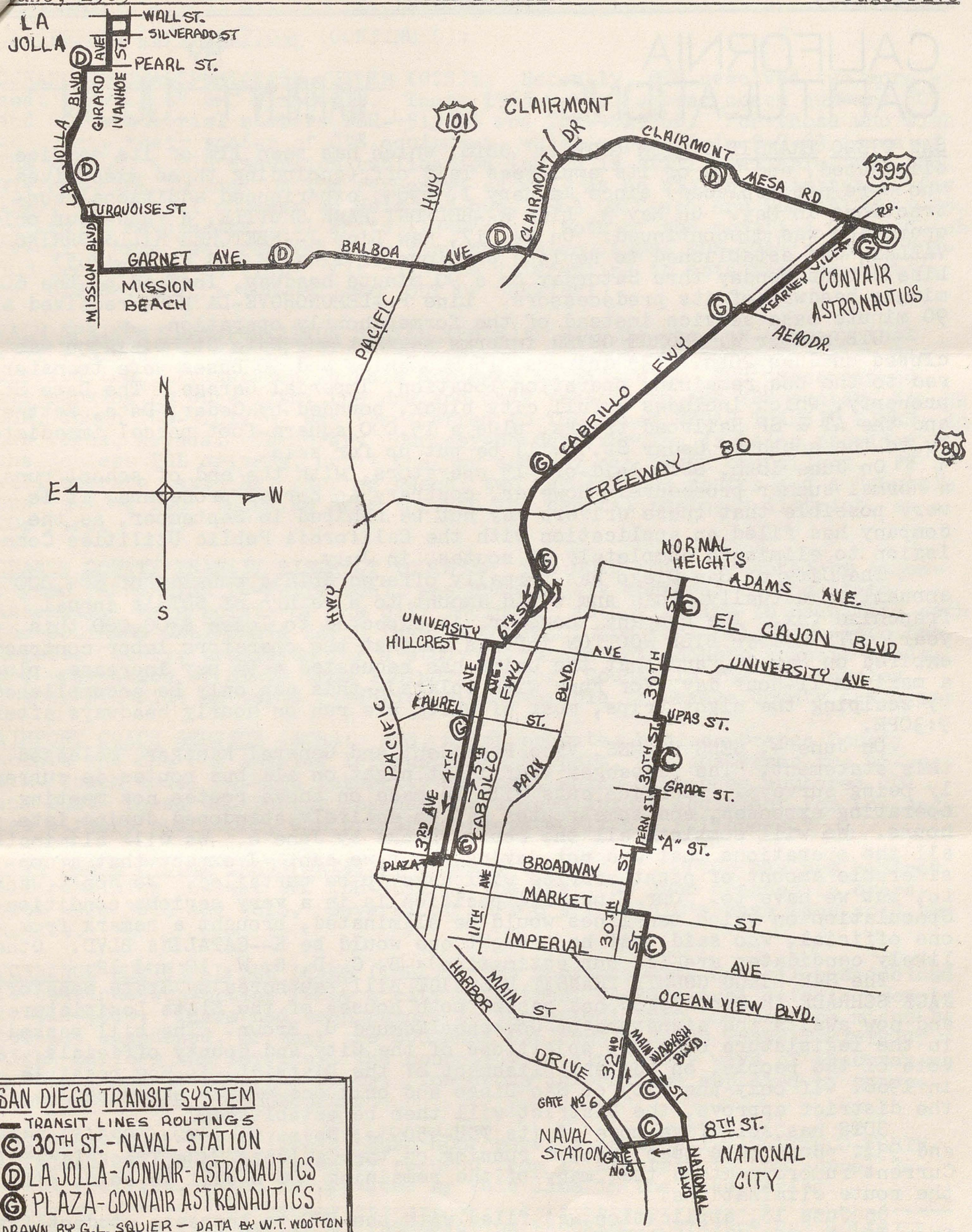
All trips operate Monday through Friday only. * - Coaches originate from these routes on school days only. % - Out of service to garage.

Route G--PLAZA-CONTAIR ASTRONAUTICS

ROUTE: From special stop, on Broadway side of Plaza via Broadway, 5th (return via 4th), 6th St. Extension, Freeway 395, Kearny Villa turnoff, Kearny Villa , Clairmont Mesa and access roads to Astronautics plant.

Train No.	Plaza-3rd & Broadway	5th & Laurel	5th & University	Kearny Villa & Aero Dr.	Gate 8-Convair Astronautics	4th & Broadway	Then to Route
265	623AM	629	633	643	649	---	11
179	715AM	721	726	736	742	---	%
121	---	---	--- (from Route V)*		405PM	435PM	1
62	---	---	--- (from Route E)*		458PM	528PM	%

* - Originates from these lines on school days only. % - Out of service to garage. All trips operate Monday through Friday only.



SAN DIEGO TRANSIT SYSTEM

TRANSIT LINES ROUTINGS

© 30TH ST.-NAVAL STATION

Ⓓ LA JOLLA-CONVAIR-ASTRONAUTICS

Ⓖ PLAZA-CONVAIR ASTRONAUTICS

DRAWN BY G.L. SQUIER — DATA BY W.T. WOOTTON

Page [illegible]

BY WILLIAM T. WOOTTON

CALIFORNIA CAPITULATIONS

BY WARREN F. QUON

SAN DIEGO TRANSIT SYSTEM (SDTS): SDTS, which has seen 11% of its service eliminated, and 10% of its employees laid off, (including three executives, who were not replaced) since January 1, 1964, experienced additional contractions in May. On May 3, Line R--BELMONT PARK SHUTTLE, a rush-hour only operation was discontinued. On May 17, new Line J--FLETCHER HILLS-SPRING VALLEY, was established to replace portions of Lines E and F (TB-1/65). Line J runs Monday thru Saturday on a 90 minute headway, instead of the 60 minute headway of its predecessors. Line F--LEMONGROVE-LA MESA received a 90 minute base service instead of the former hourly operation.

UTB member W. GEORGE GEYER informs us that the Date St. Division was closed on June 20th. 135 drivers, 15 mechanics and 90 buses were transferred to the one remaining operation location, Imperial Garage. The Date St. property, which includes a full city block, bounded by Cedar, Date, Kettner and the AT & SF Railroad tracks, plus a 15,000 square-foot parcel immediately to the south of Cedar St., will be put up for sale.

On June 18th, SDTS laid-off 15 operators, with the end of school runs, a normal summer procedure. However, contrary to normal procedure, it is very possible that these drivers may not be rehired in September, as the company has filed an application with the California Public Utilities Commission to eliminate completely 10 routes, in July.

The City of San Diego has formally offered SDTS a subsidy of $84,000 annually. Actually, this sum would amount to a return of SDTS's annual franchise tax. The company, however, is expected to loose $300,000 this year. UTB member BILL WOOTTON informs us that the operators labor contract expired on May 31, and that the union has requested a 9% pay increase, plus a maximum 11-hour day (for runs with splits)--this can only be accomplished by scalping the night trips, most of which are run on hourly headways after 9:30PM.

On June 4, GENE HOLMES, Vice President and General Manager, released this statement, "The passenger traffic at night on all bus routes is currently being surveyed. Service cuts will be made on those routes not meeting operating expenses, and some routes may be entirely abandoned during late hours. We will complete all the route checks by June 6. We will eliminate all the operations that are not paying, that we can. I expect that a considerable amount of night service will have to be curtailed. We don't want to, but we have to. Our financial position is in a very serious condition." Speculation on which ten lines would be eliminated, brought a remark from one official, who said that he thought one would be K--CATALINA BLVD. Other likely candidates are (in our estimation): B, C, D, G, W, 10 and 12.

The SAN DIEGO COUNTY TRANSIT DISTRICT Bill, authored by State Senator JACK SCHRADE (R-San Diego) has passed both houses of the State Legislature, and now awaits the signature of Governor Edmund G. Brown. The bill passed in the legislature over the objections of the City and County officials. A vote of the people, on the establishment of the District, is now possible in 1966. If only the City of San Diego and only one of the other cities in the district approve, the District will then be established.

SDTS has sold five more of its TDH-4509's; No's. 914, 924, 925(?) 930 and 931. Some have been spotted running on the Caliente Race Track Line. Current rumors contend that many of the remaining 900's will be sold, after the route eliminations.

On June 18, application was filed with the PUC to increase student fares from 15¢ to 25¢ in an attempt to raise $125,000 to $150,000 a year.

CALIFORNIA CAPITULATIONS (CONTINUED):

OCEANSIDE TRANSPORTATION SYSTEM (OTS): Recently, OTS received two more 45-seat "New Look" GMC fishbowls. These 1965 vehicles bear coach numbers 607 and 608 and serial numbers TDH-4519565 and TDH-4519566. For those who wish to update their roster of OTS equipment, which appeared in 9-7-63 issue of THE PADDLE, a UTB excursion publication (which is still available from the Distribution Director for 10¢ per copy; as well as an historic timetable, for 15¢), the serial numbers on No's 605-606, 1963 GM Coach are TDH-4519/249-250. Regarding retirement, all White 1144D's and both of the modified Crown Coach transits have been removed from service. Also, three TDH-3714's No's. 506-508 are "Not In Service" (It might be interesting to note that one headsign on OTS No. 601, a TDH-4517 reads "OUT OF SERVIE"!)

PALM SPRINGS TRANSPORTATION SYSTEM (PSTS): PSTS is the new company that will replace the TANNER GRAY LINE operated VILLAGE BUS SERVICE, which did operate the city service in Palm Springs, in mid-July. VBS discontinued all service on June 12th; the one and only vehicle on the VBS roster, No. 32 G.M. Coach TGH-3101/547 was transferred to TGL owned VEGAS TRANSIT LINES, in Las Vegas, Nevada. Temporary courtesy-no-fare service is being provided by the jobless TGL drivers, until the new company can begin operations. PSTS will operate taxicabs, charter buses, two regular bus routes and a "shuttle bus" making four trips an hour through the central business district, on a 10¢ fare.

ORANGE COUNTY TRANSIT DISTRICT (OCTD): The OCTD Bill, authored by Assemblyman DANNEMEYER (D-Fullerton), was unanimously approved by the State Assembly. Main points of the bill include: authorization to negotiate with the SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT for regional links into Los Angeles County; provision for a study of future intracounty transit needs; and prevention of SCRTD from including Orange County in the Los Angeles County District on terms financially unfovorable to Orange County taxpayers.

AIRPORT COACH SERVICE (ACS): ACS, which operates between Orange County points and the Los Angeles International Airport, now possesses two 45-seat G.M. Coach model PD-4106 intercity coaches, which have been numbered 201 and 202. These GMC parlor coaches are indeed luxury equipment for Los Angeles airport operators, who primarily operate Flxible "Clippers."

LONG BEACH PUBLIC TRANSPORTATION COMPANY (LBPTCo): LBPTCo has now retired all remaining 36-seat GMC TDH-3612's; the last two such coaches in operation were 3615 and 3616. Several of LBPTCo's TDH-3610's have been sold to Mexico.

TORRANCE MUNICIPAL BUS LINES (TMBL): The Torrance City Council has decided to continue supporting TMBL, a city department whose annual defecit amounts to $120,000. There had been rumors to the effect that the service might be totally abandoned, or that the SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT might perform the service. The council will also study ways of encouraging more persons to ride the buses. The above information supplied by correspondent ROBERT HIGGINBOTHAM.

INGLEWOOD CITY LINES (ICL): Rush hour service on Line 1--INGLEWOOD-NORTH AMERICAN AVIATION was recently reduced from 15 minutely to the normal 20 minute service, which is provided by this line in the base period.

SUPPORT THE U.T.B. EQUIPMENT PRESERVATION PROGRAM--CONTRIBUTIONS SOLICITED

CALIFORNIA CAPITULATIONS (CONTINUED):

AIRPORTRANSIT (APT): On March 24, APT took over the former ROESCH LINES' SAN BERNARDINO VALLEY-LOS ANGELES INTERNATIONAL AIRPORT Line by extending its POMONA VALLEY Line eastward. The new line operates via El Monte, Covina, Pomona, Montclair, Ontario Airport and Riverside, terminating at San Bernardino, with taxi connections to Fontana and Redlands. A new line was established within the last few months, connecting the City of Commerce with the International Airport. Two round trips are run, daily--reservations being required. In equipment acquisition, APT recently obtained several 18-seat Mini Trams for its two SATELLITE TRANSIT lines, at LAIA; they are painted orange and white.

UNION PACIFIC STAGE COMPANY (UPSC): On April 25th, UPSC extended its FULLERTON-ANAHIEM branch line, which acts as a feeder operation for the UNION PACIFIC RAILROAD's combined CITY OF LOS ANGELES/CITY OF ST. LOUIS passenger train, from its former terminal at the Disneyland Hotel, to the Town and Country Village, which is located halfway between Orange and Santa Ana.

ORANGE EMPIRE TROLLEY MUSEUM (OETM): The Perris, California trolley and transportation museum is now the proud owner of another example of motor coach transportation--a model 99T Ford, better known as a Ford Transit. The bus was obtained from the ONTARIO MUNICIPAL TRANSIT SYSTEM, where it operated for a short time, and bore the number 103. Preliminary investigation has revealed the following information: MONTEBELLO MUNICIPAL BUS LINES No. 17, a 1944 Ford Transit, serial No. 99T587933 was sold to OMTS. This same roster (MMBL) lists only five Ford 99T's. According to another LONG BEACH CITY LINES roster, five 1944 Ford 99T's were sold to MMBL on April 17, 1947. LBCL received the Fords on September 1, 1946, but we don't know who had them between 1944 and 1946. In other recent acquisitions, OETM purchased No. 3165, a type P-3 all-electric PCC streetcar, from SCRTD. (OETM now has L.A.'s first PCC, 3001, as well as its last, the 3165.) Another new arrival, was SACRAMENTO NORTHERN RAILWAY electric locomotive No. 653.

MONTEBELLO MUNICIPAL BUS LINES:
EXCURSION REPORT--A New Precedent

On UTB's fourth excursion, which was operated over the routes of MONTEBELLO MUNICIPAL BUS LINES, on Sunday, June 27, 1965, a precedent was set. For the first time (in the history of the world) a UTB excursion showed a net profit!

The excursion committee is very encouraged, and plans to arrange more such events in the future. Accounting for the success of this excursion are such factors as better patronage and higher fares. For the purpose of rate setting, a philosophy of charging a fare that will cover all costs, based on a conservative estimate of minimum patronage, has been adopted.

Possibilities for future trips have been mentioned for such properties as Pasadena, San Bernardino, Santa Monica and San Diego, the latter with a possibility of operating on some Sunday in August.

The excursion committee is about to embark on a project of creating a mailing list, for excursion notices. All California members and subscribers will automatically be put on the list. If you readers know of anyone who wishes to be put on the excursion notice mailing list, please have him send his name and address to the Distribution Division (address on Page 2.)

MONTEBELLO MUNICIPAL BUS LINES ROSTER 1960-1965

In connection with UTB's recent MONTEBELLO MUNICIPAL BUS LINES excursion, and through the courtesy of Transportation Superintendent, ALVA HASTY, the UTB library has been presented with four official MMBL equipment rosters; the earliest dates back to late 1959 or early 1960; the last is the present roster. The other two rosters, which are dated about 1961 and 1963, show intermediate steps between the two rosters. We are thus publishing only the oldest and newest rosters. Information in the 1961 and 1963 rosters is available to any reader who requests it, however they will not be published.

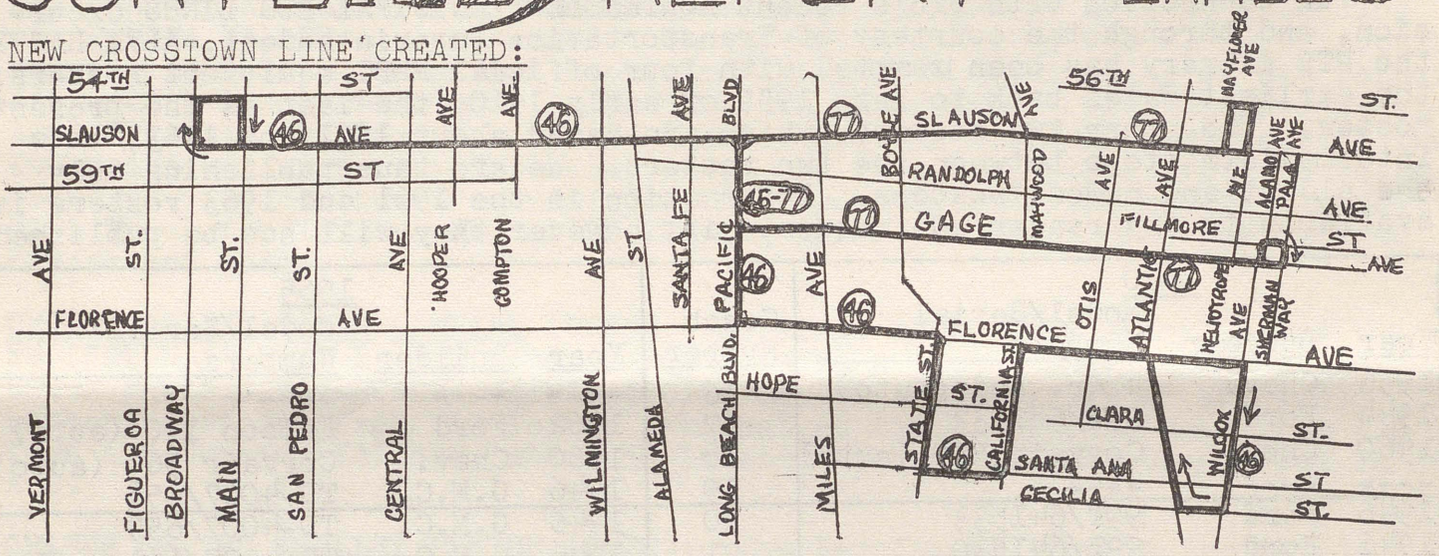
1960			Coach	1965		
Year	Builder	Model/Serial Numbers	Number	Year	Builder	Model/Serial Numbers
1956	Chev.	4 dr. sed.(auto)	16	----	----	----
1944	Ford	99T/587933	17	1962	Ford	Falcon 110 (auto)
1960	Chev.	Corvair 569 (auto)	18	1960	Chev.	Corvair 569 (auto)
----	----	----	19	1946	G.M.C.	TD-4007/658
1946	Ford	99T/641533	20	1946	G.M.C.	TD-4007/659
1946	Ford	99T/641530	21	1946	G.M.C.	TD-4007/663
1952	G.M.C.	TGH-3101/681	22	1952	G.M.C.	TGH-3101/681
1946	Ford	99T/641532	23	1964	G.M.C.	TDH-3501/113
----	----	----	24	1964	G.M.C.	TDH-3501/114
1944	Ford	99T/577625	25	1964	G.M.C.	TDH-3501/115
1949	Ford	8MB/2621	26	1964	G.M.C.	TDH-3501/116
1957	G.M.C.	TGH-3102/813	27	1957	G.M.C.	TGH-3102/813
1949	Ford	8MB/1926	28	----	----	----
1949	Ford	8MB/1394	29	----	----	----
1949	Ford	8MB/2615	30	----	----	----
1951	Mar-Har	8MB/4196	31	----	----	----
1951	Mar-Har	8MNN/54084	32	----	----	----
1956	G.M.C.	TGH-3102/584	33	1956	G.M.C.	TGH-3102/584
1957	G.M.C.	TGH-3102/814	34	1957	G.M.C.	TGH-3102/814
----	----	----	35	----	----	----
1956	G.M.C.	TGH-3102/636	36	1956	G.M.C.	TGH-3102/636
1955	G.M.C.	TGH-3102/481	37	1955	G.M.C.	TGH-3102/481
1952	G.M.C.	TGH-3101/680	38	1952	G.M.C.	TGH-3101/680
1955	G.M.C.	TGH-3102/480	39	1955	G.M.C.	TGH-3102/480
1956	G.M.C.	TGH-3102/585	40	1956	G.M.C.	TGH-3102/585
----	----	----	41	1960	G.M.C.	TDH-4517/378
----	----	----	42	1960	G.M.C.	TDH-4517/379
----	----	----	43	1960	G.M.C.	TDH-4517/380
----	----	----	44	1960	G.M.C.	TDH-4517/381
----	----	----	45	1960	G.M.C.	TDH-4517/382
----	----	----	46	1961	G.M.C.	TDH-4517/1074
----	----	----	47	1963	G.M.C.	TDH-5303/479

Notes: Coaches on the 1960 roster, and not on 1965 roster were sold as follows: #17 to ONTARIO MUNICIPAL TRANSIT SYSTEM; #20, 21, 23, 25, 26, 28, 29 and 30 to OXNARD MUNICIPAL TRANSIT; purchaser of #31 and 32 is unknown. Coaches #22 and 38 are presently up for sale. Coaches #19-21 were purchased used from SAN DIEGO TRANSIT SYSTEM; they were renumbered as follows: SDTS 179, now MMBL 19; SDTS 180, now MMBL 20; SDTS 184, now MMBL 21. Coach #21 is currently being canablized for parts.

Further data on MMBL may be obtained in the June 27, 1965 issue of THE PADDLE, UTB's excursion publication, available for 10¢ per copy from UTB.

SCRTD RTD REPORT BY DAVID P. LANDES

NEW CROSSTOWN LINE CREATED:



A new crosstown line, 46--EAST FLORENCE-WEST SLAUSON, began operation on June 20 with the linking of Line 72--SLAUSON AVE. with Line 46--EAST FLORENCE AVE. The two lines will be connected by a part of the new Line 46 running from Slauson & Pacific, the end of Line 72, to Florence and Pacific, the end of the 46 line. This link will give thru service to the Huntington Park business district not now available to riders of either of the present lines.

At the same time Line 109--HUNTINGTON PARK LOCAL will be discontinued and replaced in part by a part of the new line which will run via Florence, State, Santa Ana, California, and the present Line 46 route. The present part on Hope between State and California will be discontinued. Line 109 was something of a misfit, since no transfers were allowed between it and any other connecting lines.

Headways on the new line will be 20 minutes on weekdays(they were formerly 20 on Slauson and 30 on Florence), 30 minutes on Saturdays(formerly 40 and 30 minutes), and 60 minutes on Sundays and holidays(formerly 40 minutes on Florence; no Sunday service was operated on Slauson, and it will not be operated under the new set-up).

LEGISLATURE KILLS RTD RAPID TRANSIT FINANCING BILLS:

RTD's last ditch effort to revive its two bills in the California Legislature failed as the current session ended at its legally prescribed date of June 18. What happened was this—about four weeks ago the Senate Transportation Committee killed the two bills from RTD. At this point the L. A. County Board of Supervisors levied a ½% in-lieu auto tax for one year on the condition that the Legislature pass a bill calling for an election to decide on the levying of a 1% tax as outlined in RTD's legislative program(TB 4/65). But the Assembly Transportation Committee, which considered a revised version of the bill, would not even agree to that, and killed the new bill too. District directors, disappointed, have said a reappraiseal of all RTD operations is now in order since no extra money will be forthcoming from any source other than the farebox.

REMAINING PCC CARS SOLD:

All 135 remaining PCC streetcars , in storage since March 31, 1963, have been sold. P-3 car 3165 has been sold to Orange(Continued on Page)

SCRTD REPORT (CONTINUED):

Empire Trolley Museum, where it will be placed on permanent exhibition.

The remaining 134 cars have been sold to the Cairo Transport Authority of Cairo, United Arab Republic.

REROUTINGS:

Beginning June 20 Line 124--LONG BEACH-ANAHEIM-FULLERTON will be rerouted near Disneyland. Coaches will run via Harbor Blvd. between Garden Grove Blvd. and Katella, instead of West St. at present. Only three passengers per day were boarding on West St., and one of these walked over from Harbor. Also, there are many motels along Harbor which contain many potential riders to Disneyland.

Line 77--MAYWOOD-BELL will be extended between the hours of 9:00AM and 3:00PM via Heliotrope, 56th St., Mayflower, and Slauson to serve a newly opened senior citizens center. This extension will begin operation on June 20.

NOTES ON THE NEWS:

Line 101--REDONDO BEACH-CRENSHAW BLVD. Sunday and holiday service has been extended from its former terminal at Artesia & Hawthorne to the regular Monday thru Saturday terminal at Crenshaw & Manchester. Also, Sunday and holiday service on Line 102--AVIATION BLVD.-EL NIDO was discontinued.

On Line 95--VERNON-VERMONT, weekday service which formerly ran every 10 minutes to Monroe & Vermont and every 20 minutes to Hollywood & Vermont, has been changed so that all service now operates thru to Hollywood Blvd., thereby doubling service between Monroe and Hollywood.

The RTD Board's personnel committee has recommended that Cone T. Bass, who presently occupies the position of Manager of Transit Operations, be appointed to fill the soon-to-be-vacated post of General Manager. He will replace C. M. Gillis, who will be leaving at the end of June to accept a vice-presidency with a Los Aangeles engineering firm.

Line 15--SAN FERNANDO-OLIVE VIEW-U. S. VETERANS HOSPITAL will be extended to the new San Fernando Valley Juvenile Hall in Sylmar, which is just north of San Fernando. This will involve the establishment of an additional fare zone to the end of the line.

RUMORS, OBSERVATIONS, SPECULATION . . . AND GENERAL B.S.

Due to many requests (and mainly because we have a quarter of a page to fill-up) we once again present our discussion corner.

SPECULATION: SCRTD, this fall, is slated for delivery of 125 new buses. Many of us have wondered what the new coaches will be numbered. Certain of us are betting (10 to 1) that the 25 suburban coaches will become 5600-5624. But, the question is, what will the 100 transits be numbered? If the suburbans ARE numbered in the 5600 series, which would seem logical, because the 5500's are GMC suburbans, and the 5700's are Flxible transits, then there wouldn't be any room left, in the 5000 series for 100 units, in the same "hundred" series. This means that SCRTD will have to move into a new "thousand" series. Some people guess that they will just move into the 6000 series, as a continuation of the 5000 series, however this is doubted by some, because of some older buses still in that series. The consensus, however, "is laying the old 8-to-5" that the 4000 series will be selected. No buses in Los Angeles have been numbered in the 4000 series, since the days of LOS ANGELES MOTOR COACH CO., which was dissolved, in 1949.

LAMTA-SCRTD & their White & Green PAINT SCHEME ***

By Edmund A. Buckley, Jr.

Between November, 1963, when LAMTA first anounced their new light green and white paint scheme, and May, 1965, when SCRTD brought out their new Saddle Tan, Chrome Yellow and White paint job, approximately 273 of their 1500-odd buses received the green and white hues. In this publication, we have, from time to time, noted the individual paint jobs, however errors had a tendency to creep in. We now present a recapitulation of previously presented information, which, we hope, is complete and correct. Any additions or corrections are welcomed, and should be sent to Ed Buckley, at 1167 North Serrano Avenue, Los Angeles, California 90029.

2008-2024: 1955
GMC TDM-4515 (16)
2011
2013 Total
2017 3

2025-2044: 1959
GMC TDM-4515 (20)
2029
2031
2033
2035 Total
2039-2040 6

2101-2183: 1955
GMC TDH-4801 (83)
2101-2105
2107-2109
2111
2113-2117
2121
2123
2126
2134-2137
2139-2147
2150-2151
2153-2155
2160
2171 Total
2176-2178 40

2200-2219: 1956
GMC TDH-4801 (20)
2200-2209
2211-2212
2214-2216 Total
2217-2219 17

2220-2221: 1956
GMC TDH-4512 (2)
2220 Total 1

2300-2399: 1954
GMC TDH-4801 (100)
2302
2309
2310
2313
2317
2319-2321
2323-2325
2330
2332
2335
2337-2338
2343-2344
2346
2350
2354
2360-2361
2363
2371
2373-2374
2378
2381-2383
2387
2392 Total
2397 34

2900-2934: 1953
GMC TDH-4801 (35)
2920-2924
2927-2928 Total
2930 8

2935-2964: 1953
GMC TDH-4801 (30)
2935-2941
2943
2945
2947-2949
2952
2955-2961 Total
2964 17

5150-5199: 1958
GMC TDH-4801 (50)
5150-5154
5158
5160
5162
5164-5165
5168 Total
5171-5199 40

5200-5224: 1960
GMC TDH-5301 (25)
5200-5213 Total
5224 14

5225-5254: 1961
GMC TDH-5301 (30)
5228
5231
5241
5244 Total
5247 5

5300-5374: 1960
GMC TDH-5301 (75)
5300-5314 Total
5344 15

5400-5479: 1961
GMC TDH-5301 (80)
5456 Total 1

5500-5529: 1961
GMC TDM-5301 (30)
5501
5507
5509
5511
5521 Total
5522 6

5900-5999: 1963
Flxible F2D6V-401-1
5992 Total 1 (100)

6500-6599: 1954
GMC TDH-4801 (100)
6500-6504
6506-6507
6509-6513
6515-6516
6519
6522-6523
6525
6527-6530
6533-6537
6545
6554
6557-6564
6566
6568-6569
6571
6574
6576
6580
6582-6590
6592-6596 Total
6599 60

6601-6657: 1947
GMC TDH-3610 (57)
6644 Total 1

Statistics:
Of 273 buses painted 216, or 79.2% were TDH-4801's.
Of a total of 468 TDH-4801's, 216, or 46.2% received the light green and white colors.