UNITED TRANSIT BOOSTERS

PRESENTS

EXCURSION No.5

Sunday In San Diego

ROUTE: The excursion will leave from SAN DIEGO TRANSIT SYSTEM's Imperial Garage, and cover what is basicly two loops. The first loop will be from the Downtown Plaza via the Cabrillo Freeway, through Balboa Park to Convair Astronautics Plant; then via Clairmont to La Jolla, thus covering SDTS's special service routes "D" and "G". From La Jolla through Mission Beach to Belmont Park. Here will make a side trip to cover the now-abandoned "R" Line Mission Blvd. Shuttle. Continuing, we cross Mission Bay, and tour the "O" route in Ocean Beach and Point Loma; as well as the Catalina Blvd. portion of Line "K" and the Rosecrans St. portion of Line "L". We then will turn back toward town via Outer Harbor Dr., skirting San Diego Bay. For the second loop, we will ride our coach across San Diego Bay on a ferry of the SAN DIEGO & CORONADO FERRY CO. (a SDTS subsidiary) to the charming town of Coronado. After touring Coronado, we will head down the Silver Strand, which narrowly seperates the Pacific Ocean from San Diego Bay, to and thru Imperial Beach. At this point, depending upon time, we will either return quickly via the Montgomery Freeway back to the Imperial Garage, or, if time is more plentiful, take the local route through Palm City, Chula Vista and National City, with possible side trips covering shuttle routes "W" and "12" in the National City-Chula Vista area.

EQUIPMENT: One of SDTS's 900-class model TDH-4509 G.M. Coaches. Of the original series of this type, 914-998, only eight still remain in service, the remainder having been sold, or having been placed in storage

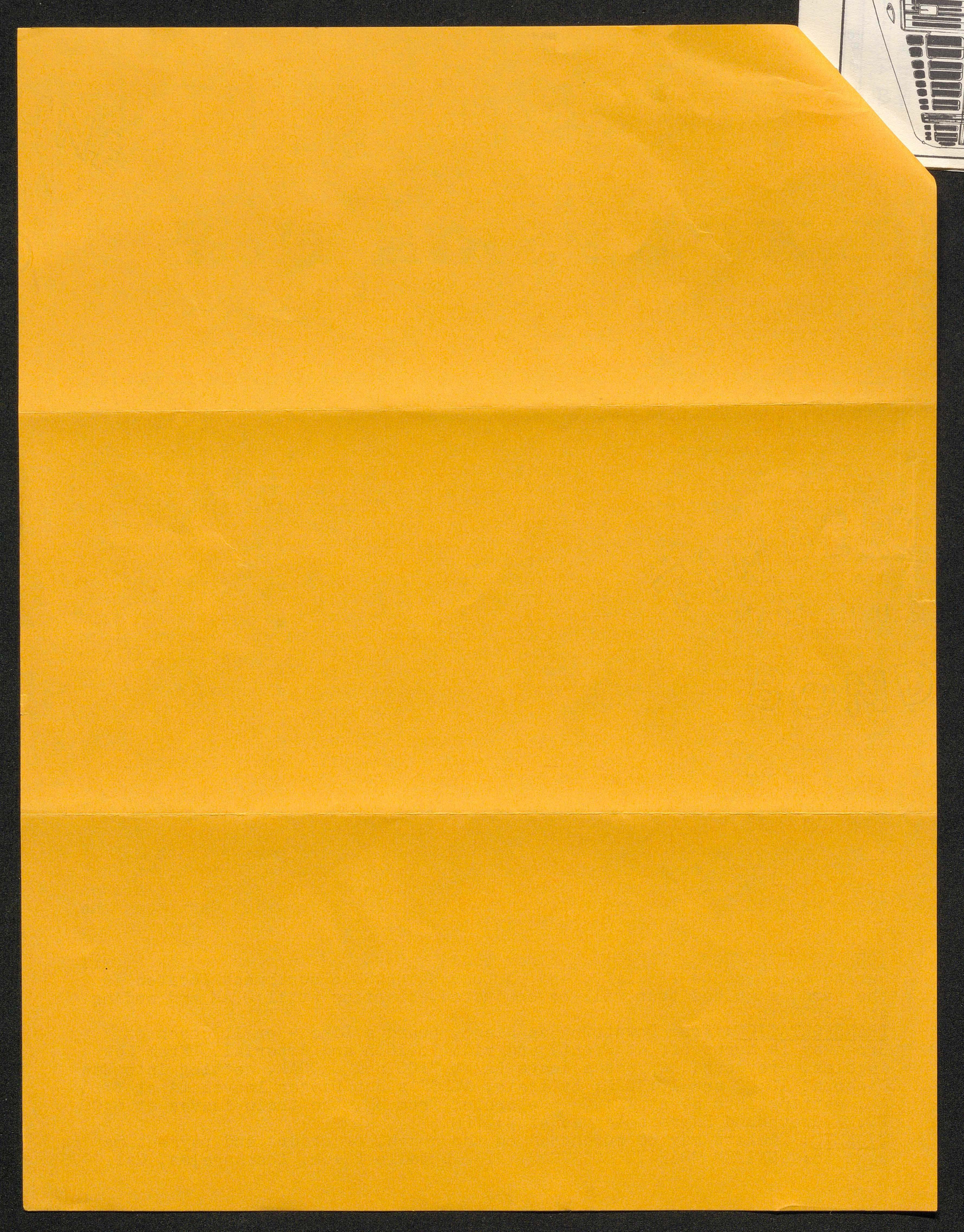
FARE: Members $5.00. Non members $5.50.

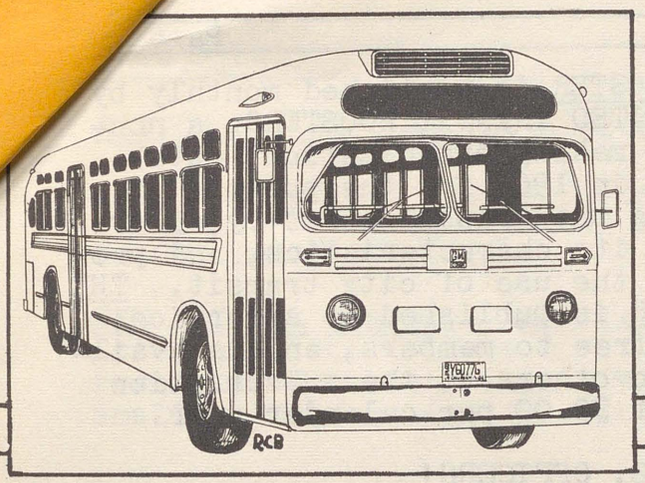
TIME & PLACE: The excursion will leave SDTS's Imperial Garage (15th & L Sts) at 12:00 Noon on Sunday, August 22, 1965. For those wishing to board the coach Downtown, a stop will be made at The Plaza (3rd & Broadway) leaving there at 12:10PM. The excursion will return to the Imperial Garage at the conclusion of the excursion, arriving there at 5:00PM.

TOUR OF MAINTENANCE FACILITIES: For those interested in touring the Imperial Garage maintenance facility, and photographing SDTS equipment located in the yard, a guided tour will be conducted, starting at 11:00AM and ending at 12:00Noon.

TRANSPORTATION: From Downtown San Diego, board a Line 4 or 11 coach on Broadway (4 turns off at Front) and ride to 16th and Imperial. From Los Angeles, Greyhound Expresses leave LA at 7:00 and 8:00AM, getting into San Diego at 10:00 and 10:30AM; by train, AT&SF's San Diegan leaves LA at 7:00 AM, getting into SD at 10:00. Returning from SD, the train leaves at 6:00 PM, a Greyhound Express leaves at 7:00PM.

TICKETS: Tickets may be purchased on the coach, or orders and payment may be sent to: UNITED TRANSIT BOOSTERS, 2734 Lytelle Place, Los Angeles, Cal. 90065





THE BOOSTER

Monthly Publication of The United Transit Boosters

'Dedicated to Better Transit'

Vol. 3, No. 7 JULY, 1965 TEN PAGES

CHICAGO

CHICAGO TRANSIT AUTHORITY's first airconditioned buses, five Flxible F2D6V-401-1's and five G. M. Coach TDH-5303's have been placed in service on the extra-fare VINCENNES-111th EXPRESS Line. The ten buses are being operated to determin e exactly how much airconditioning increases patronage and operating costs. The coaches are also designed for high speed travel on expressways, and are capable of speeds of 60 to 65 miles per hour.

CHESAPEAKE

VIRGINIA: The City of Chesapeake has received a federal grant of $241,266 to determine whether residents of a growing residential community will use transit service to the business center of the area. The demonstration will inaugurate an express bus service along a twelve mile route from the Civic Center in Chesapeake to downtown Norfolk, Va., where 80% of the employed persons in Chesapeake work. The new schedule calls for 27 trips per day, and adds Sunday and Holidays to the schedule. The VIRGINIA TRANSIT COMPANY will furnish the personnel and equipment to conduct the actual demonstration.

WILMINGTON

DELAWARE: The DELAWARE COACH COMPANY began an experimental rush hour shuttle bus recently. Service operates between Fourth and Market and Eighth and Buttonwood Streets in downtown Wilmington. Buses run on a 20 minute headway between 7:00AM and 9:00AM, as well as between 3:30PM and 5:30PM. Selected trips also operate during evening periods, and on Sunday mornings. DCC has also asked the Delaware General Assembly for tax relief from two recently passed bills, one raising fuel tax 1¢ per gallon, the other raising commercial vehicle registration fees. Thise bills go counter to the national trend of aiding transit, through tax relief.

NEW CASTLE

PENNSYLVANIA: The NEW CASTLE PUBLIC TRANSPORTATION AUTHORITY was the recipient of a demonstration grant of $365,898 to test the use of small buses and diversified fares in a small city. NCPTA will lease 15 small buses, seating 14 to 20 patrons each, establish new express services and reschedule and reroute existing bus lines. They will also test monthly passes, off-peak shoppers rates and fares based on distance traveled. The study will take 36 months to complete.

LAS VEGAS

The City of Las Vegas has agreed to lease VEGAS TRANSIT LINES, a subsidiary of TANNER MOTOR TOURS for a year, at a monthly rental of about $6,000. VTL operators, who were considering strike action, decided to extend their present contract for the one year.

(Continued on Page 3)

UTB CLUB NEWS

MEETING NOTICE: The August meeting of the UNITED TRANSIT BOOSTERS will be held on Sunday, August 8, 1965. It will be convened at 7:30PM in the studio-auditorium of the Gary-Knause apartments, which is located at 245 South Lucas Avenue, in the Crown Hill district of Los Angeles. To reach the 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 meeting will be held is located on the northwest corner of Miramar and Lucas.

NOTICE: CHANGE IN MEETING LOCATION--EFFECTIVE WITH THE SEPTEMBER MEETING

Beginning with the September, 1965 regular meeting, and continuing until further notice, all future meetings will be held in the meeting hall of the Guardian/Manufacturers Bank, which is located at 7014 Sunset Boulevard, in the Hollywood District. The building in which future meetings will be held is located on the south side of Sunset Blvd., a few doors west of Orange Drive, and is approximately equidistant from Highland Ave. and La Brea Ave. Date: September 12, 1965

The new meeting location may be reached by public transportation from many parts of the city. On Hill St. in Downtown, board a Line 42--SUNSET (disembark at Sunset & Orange Dr.), a Line 91S or 91W--HOLLYWOOD BLVD. (walk from Hollywood & Orange Dr.), or a Line 93--LOS ANGELES-VAN NUYS-PANORAMA CITY-PACOIMA (walk from Sunset & Highland) coach. From the San Fernando Valley, board a Line 93 (walk from Sunset & Highland) or a Line 81--VENTURA BLVD.-HOLLYWOOD-LOCKHEED-BURBANK (walk from Hollywood & Highland) coach. From the southwest side of town board a Line 85--CRENSHAW-VINE-LA BREA or 89--FAIR FAX AVE. coach, and walk from Sunset & La Brea or from Hollywood & Orange Dr. From Pasadena Eagle Rock or Glendale, its Line 31.

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; it is free to members, and is available to others at the subscription rate of $2.00 per calendar year.

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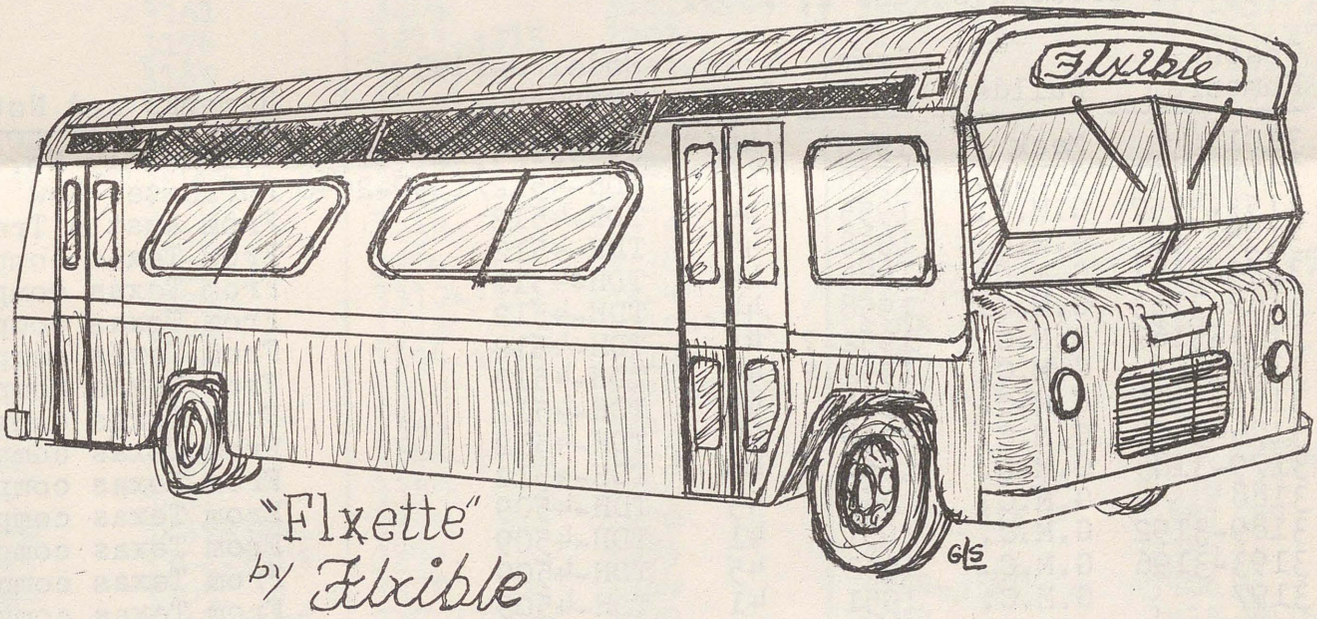
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NATIONAL NEWS--LAS VEGAS (CONTINUED):

The company recently placed an order with Flxible for several air-conditioned "New Look" 45-seat transit coaches, to augment the present fleet of GMC TGH-3102's, TD-3602's, TD-3609's and TDH-4507's.

THE FLXIBLE COMPANY: The Flxible Company, of Loudonville, Ohio, has just introduced the "Flxette", a new 19-23 passenger transit coach, that closely resembles Flxible's larger "New Look" transits. The coach was designed for small cities or light density routes.



"Flxette" by Flxible

The "Flxette" is equipped with panoramic sliding sash windows, and large windshield. The coach is 21 feet long, has steel spring suspension, and features a 300 cubic inch, 170 horse power, gasoline fuel engine. Transmission equipment consists of a thr ee or four speed gear box, as standard equipment, with an automatic or five-speed mechanical transmission available at extra cost.

LONG ISLAND, N. Y.: On or before January 1, 1966, the State of New York is to purchase the LONG ISLAND RAILROAD from its present owners, the PENNSYLVANIA RAILROAD, for $65 million.

The bill authorizing the state purchase of the LIRR was only recently signed by Governor Rockefeller; it also provides for the establishment of a METROPOLITAN COMMUTER TRANSPORTATION AUTHORITY to oversee the operation of the railroad. Present management will continue to run the commuter operation; higher fares are not expected as a result of state take-over of the financially troubled company.

Future plans call for expansion of electrified trackage, purchase of new equipment and improved signaling devises.

CLEVELAND: With the award of a $9.2 million grant to the CLEVELAND TRANSIT SYSTEM, from the Federal Government, under the Urban Mass Transportation Act of 1964, CTS is now able to begin construction of the long awaited extension of their east-west rapid transit line westward from West Park Station (West 143rd St.) to Cleveland Hopkins Airport, a distance of about four miles. Construction on the Airport extension is expected to begin in August of this year, with the line being put into operation around August, 1967. $2.5 million will be spent for 20 new 75 passenger rapid transit cars.

EASTERN MASSACHUSETTS STREET RAILWAY COMPANY

By Francis E. Holbrook

The following is a list of coaches owned by the EASTERN MASSACHUSETTS STREET RAILWAY COMPANY, which serves many cities in the Boston and Eastern Massachusetts area, and whose headquarters are in Brockton, Mass. The roster and coach assignment list were provided by correspondent Francis E. Holbrook, who lives in Dalton, Mass., with supplemental data by Ed Buckley, of the TB staff. Mr. Holbrook's information was effective January 1, 1964; Ed's data was effective June 1, 1964.

Coach Numbers	Builder	Year Built	Seats	Model/Serial Numbers	Remarks and Notes
3101	Mack	1948	44	C-45DT/4901	Originally No. 3000
3102-3152	G.M.C.	1956	44	TDH-4512/1990-2040	Purchased New
3153-3157	G.M.C.	1955	44	TDH-4512	From Austin Transit--?
3158	G.M.C.	1958	44	TDH-4512	From Texas company
3159-3161	G.M.C.	1955	44	TDH-4512	From Texas company
3162-3163	G.M.C.	1958	44	TDH-4512	From Texas company
3164-3167	G.M.C.	1952-?	45	TDH-4512	From Texas company
3168	G.M.C.	1952-?	44	TDH-4512	From Texas company
3169-3175	G.M.C.	1955	43	TDH-4512	From Texas company
3176-3178	G.M.C.	1958	44	TDH-4512	From Texas company
3179-3185	G.M.C.	1957	44	TDH-4512	From Texas company
3188	G.M.C.	1952	45	TDH-4509	From Texas company
3189-3192	G.M.C.	1951	41	TDH-4509	From Texas company
3193-3196	G.M.C.	1952	45	TDH-4509	From Texas company
3197	G.M.C.	1951	41	TDH-4509	From Texas company
3201	Mack	1956	44	C-47DT/1203	Purchased New
3202-3241	Mack	1957	44	C-47DT/1292-1331	Purchased New
3301	G.M.C.	1947	38	TDM-4008	Ex-PSCT, Purch. fall '58
3302-3321	G.M.C.	1947	38	TDH-4008	Ex-PSCT " " "
3322-3323	G.M.C.	1947	38	TDM-4008	Ex-PSCT " " "
3324-3328	G.M.C.	1947	37	TDM-4008	Ex-PSCT " " "
3329	G.M.C.	1947	38	TDM-4008	Ex-PSCT " " "
3331-3343	G.M.C.	1947	38	TDM-4008	Ex-PSCT " " "
3344-3347	G.M.C.	1947	38	TDH-4008	Ex-PSCT " " "
3348	G.M.C.	1947	37	TDM-4008	Ex-PSCT " " "
3349-3353	G.M.C.	1947	38	TDM-4008	Ex-PSCT " " "
3355-3367	G.M.C.	1947	38	TDM-4008	Ex-PSCT " " "
3368-3386	G.M.C.	1947	38	TDH-4008	Ex-PSCT " " "
3387-3399	G.M.C.	1945	40	TD-4007	Reported from Texas Co.
3400	G.M.C.	1945	39	TD-4007	Reported from Texas Co.
3401-3418	G.M.C.	1947	37	TDM-4008	Reported from Texas Co.
3501-3550	G.M.C.	1961	52	TDH-5302/448-497	Purchased New, Feb 1962
3601	G.M.C.	1959	41	PD-4104/4210-?	Used, Purchased in 1961
3602	G.M.C.	1955	41	PD-4104/1314	Used, Purchased in 1962
3603	G.M.C.	1955	41	PD-4104	Used, Purchased in 1962

Notes: Coaches No. 3153-3185, 3188-3197 and 3387-3418 were purchased between November 1961 and 1962, reported to be from Texas companies

EASTERN MASSACHUSETTS STREET RAILWAY COMPANY (CONTINUED):

COACH ASSIGNMENTS: Following is a list of EMSRyCo garages, and the coaches that were were assigned to each garage or division as of two dates; January and June 1, 1964:

LYNN (WEST LYNN) GARAGE	
1-1-64	6-1-64
3101	3101
3102-3126	3102-3126
3161	3161
3178	3178
3189	3189
3195	3195
3201-3202	3201-3202
3204-3212	3204-3212
3216	3216
3218	3218
3226	3222
3231	3224
3233	3226
3235	3229
3237	3231
3239-3241	3233
3302-3303	3235
3305	3237
3307-3308	3239-3241
3312	3302-3303
3314-3321	3305
3331	3307-3308
3337-3338	3312
3356-3358	3314-3321
3360	3331
3371	3337-3338
3377	3356-3358
3379-3380	3360
3388	3371
3390-3399	3377
3400-3401	3379-3380
3404	3390-3399
3408-3411	3400-3401
3413-3414	3404
3525-3528	3408-3411
3530	3413-3414
3533-3535	3525-3528
3538	3530
3543-3544	3533-3535
3546-3549	3538
Total 111	3543-3544
	3546-3549
	Total 113

LOWELL GARAGE	
1-1-64	6-1-64
3179	3165
3181-3185	3179
3203	3181-3185
3213-3215	3203
3217	3213-3215
3219-3221	3217
3229-3230	3219-3221
3232	3229-3230
3236	3232
3238	3236
3304	3238
3310-3311	3304
3313	3310-3311
3334-3335	3313
3340	3334-3335
3343	3340
3346-3347	3343
3350	3346
3355	3350
3364	3355
3370	3364
3372-3375	3370
3378	3372-3375
3382-3383	3378
3385-3386	3382-3383
3402-3403	3385-3386
3405	3402-3403
3412	3405
3417	3412
3523-3524	3417
3529	3523-3524
3531-3532	3529
3536	3531-3532
Total 53	3556
	Total 53

FALL RIVER GARAGE	
1-1-64	6-1-64
3153-3157	3153
3169-3175	3156-3157
3328, 3341	3170, 3173
3349	3327-3328
3406-3407	3341, 3407
3501-3502	3501-3502
3603	3601, 3603
Total 20	262-263-USR
	265-272-USR
	274-USR
	Total 24

LAWRENCE GARAGE	
1-1-64	6-1-64
3164-3165	3154-3155
3180	3169
3222-3225	3171-3172
3227-3228	3174-3175
3234	3222-3225
3306	3227-3228
3309	3234
3322	3306
3324	3309
3342	3342
3344-3345	3344-3345
3352	3347
3363	3349
3365	3352
3367-3369	3363
3376	3365
3381	3367-3369
3384	3376
3415-3416	3381
3537	3384
3539-3540	3406
3542	3415-3416
3601-3602	3537
Total 34	3539-3540
	3542
	Total 37

BROCKTON (CAMPELLO GARAGE AND SHOP)	
1-1-64	6-1-64
3142-3144	3143-3144
3146-3152	3146-3152
3162	3162, 3164
3166-3167	3166-3167
3188	3180, 3188
3190-3194	3190-3194
3196-3197	3196-3197
3302, 3323	3301, 3323
3325-3237	3325-3326
3329	3332-3333
3332-3333	3336, 3339
3336, 3339	3348, 3351
3348, 3351	3353, 3359
3353-3359	3361-3362
3361-3362	3366, 3418
3366, 3418	3503-3507
3503-3507	3545, 3550
3545, 3550	3602
Total 46	Total 46

EASTERN MASS ST. RY. CO. Quincy Garage assignment and UNION ST. RY. roster continued on Page 9

July, 1965 CALIFO CAPITU

MUNI's WHITES

COMPILED BY CAMERON BEACH AND ED BUCKLEY

Between January 1945 and December, 1948, the SAN FRANCISCO MUNICIPAL RAILWAY purchased approximately 450 model 798, 44-seat transit coaches from the White Motor Company. These coaches were numbered as follows:

Delivered in 1945: 093-099 and 0100-0129; delivered in 1946: 0130-0155 and 0166-0177; delivered in 1947: 0178-0207; delivered in 1948: 0208-0409.

In addition, SFMRy also purchased 22 32-seat model 784 Whites, 041-050 in 1938, and 051-062 in 1939.

Of these 400 odd Whites that Muni received, 61 were still in operation, as of March 27, 1965; three 784's and 58 798's. The fact that these coaches are still running is a tribute to the superior manner in which they were built; many of them had been in storage, but were called back into service to replace some newer and less well built equipment. The small 784's are still around because they are the only coach that can climb the steep hills on Muni's Line 39--COIT

Following is a list of SFMRy Whites that were found to be used in regular service, as of March 27, 1965

White 784's:	060	White 798's (Cont'd):	0293	0331	0390
	061		0301	0333	0394
	062		0302	0334	0396
White 798's:	0224		0304	0335	0423
	0228		0306	0337	0426
	0240		0307	0338	0439
	0241		0309	0339	0449
	0245		0310	0342	
	0258		0311	0350	
	0259		0314	0353	
	0267		0315	0355	
	0268		0316	0357	
	0271		0317	0358	
	0279		0318	0359	
	0286		0321	0369	
	0287		0323	0373	
	0290		0324	0376	
	0292		0330	0387	

CALIFORNIA CAPITULATIONS

BY WARREN F. QUON

(Ed. Note: Warren is away on vacation, this month. In his absence, the rest of the staff has scraped together what California news it could--GLS)

STOCKTON METROPOLITAN TRANSIT DISTRICT (SMTD): The SMTD acquired the buses and other assets of the privately owned STOCKTON CITY LINES on June 1, 1965. Purchase price was $302,999. The SMTD, which was created by voter approval in 1963, had been planning the take-over since that time. Under the purchase agreement, SMTD acquired 36 buses (TB-2/65), bus garage and other property. LINCOLN BUS LINES, a three-bus suburban operator, has not yet been acquired.

The District has ordered sixteen new buses, from the Truck & Coach Division of General Motors (which we assume will consist of ten TDH-3501's, three TDH-4519's and three SDM-4502's); delivery is expected by September.

A new two-year wage agreement was negotiated between the District and the operators union (even before the take-over) calling for a 25¢ per hour wage increase, effective June 1, bringing the hourly to $2.55. An additional increment of 15¢ will take effect 12/01/65, with 10¢ to be added-on, on 6/1/66 and on 12/1/66, after which time, drivers wage will be $2.90/hour.

SMTD created two new bus routes to serve North Stockton, and also extended the previously existing six routes.

The revised fare structure that the District inaugurated, features a new 15¢ short-haul one zone fare, a 10¢ reduction from the previous rate. Multi-Ride commuter tickets, selling for $4.50, $5.50 or $6.50, depending upon the length of the ride involved, were also established.

Bus schedules have been rearranged, so that weekday service operates between 5:30AM and 9:00PM. Final trips left town about 7:00PM under SCL schedules, which were in effect during the last year of operation.

MILES HOFF, SMTD General Manager reported statistical increases in revenue and passengers. He also stated that the system's outlook is "still encouraging."

WESTERN GREYHOUND LINES (WGL): In the "San Francisco Bay Area Commute Region" WGL recently inaugurated a new Contra Costa Division suburban line. Line F--SAN FRANCISCO (Trans Bay Terminal)-ORINDA-CHARLES HILL operates from the vicinity of Charles Hill Road and State Highway 24, approximately two miles east of Orinda, to San Francisco. Seven morning trips are operated, between 6:50 and 7:50AM, inbound to S. F., but there are NO return outbound trips in the afternoon, interestingly enough. In addition, trips were added on Line Y--SAN FRANCISCO (Trans Bay Terminal)-CONCORD and on Line X--SAN FRANCISCO (Trans Bay Terminal)-WALNUT CREEK-CONCORD. In the Peninsula Division, four more trips were added on the SAN FRANCISCO-LINDA MAR-HALF MOON BAY Line, one of the fastest growing routes in California

WGL's new Santa Monica station opened on July 8th. The new facility contains many new features to provide comfort and convenience for customer operations. The loading areas are at the rear and side of the structure, with loading slips under a weather-protecting canopy. The 70 by 30 foot waiting room is the location of modern fiber seats, which have room for 24 persons to relax on them.

In Los Angeles, construction still has not begun on the new station to be built at Sixth and Los Angeles Sts. Reasons for the delay have not been made public; but the original plans called for the opening of the new station in 1965. Meanwhile, SCRTD, who is supposed to operate its interurban lines out of the new station, is still using its temporary terminal.

CALIFORNIA CAPITULATIONS (CONTINUED):

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT (ACT or ACCTD): AC Transit has ordered 30 more General Motors "New Look" coaches; 15 of the 45-seat size (probably TDH-4519's) and 15 of the 51-seat size (probably TDH-5304's), and has an option to purchase 30 more buses before May 1, 1966 at the same price per vehicle. Half of the present order is due in September, the remainder in December.

On the labor side, ACT offered its operators a 7% across-the-board pay increase, over the next two years; and a 1.7% pay increase for top mechanics. The driver's pay scale would jump in four steps from $3.01 to $3.22 per hour. Another paid-holiday was also to be granted (bringing the total to 8), five weeks' vacation, after 20 years service, and additional employer contributions to the pension fund. At this time ACCTD is tenth in the country on the pay scale "ladder". The highest drivers' wages are paid by the ATOMIC ENERGY COMMISSION (an agency of the Federal Government) at the Idaho Falls, Idaho installation. ACT drivers, however, rejected the above described contract, and now both the District and the union will submit their proposals to arbitration.

CALIFORNIA BUS LINES (CBL): CBL, which runs between Riverside and March Air Force Base, recently instituted new commuter tickets, selling @ 50 for $14.50 or 25 for $7.25.

AIRPORT SERVICE, INC. (ASI): The Pasadena terminal of ASI's PASADENA-LOS ANGELES INTERNATIONAL AIRPORT Line was changed on June 20th. It was moved from the Green Hotel to the Arroyo Motor Inn, on Arroyo Parkway, directly across the street from PASADENA CITY LINES' garage and offices.

PASADENA CITY LINES (PCL): PCL recently petitioned the California Public Utilities Commission to discontinue the Daisy Ave. Loop on Line 1--COLORADO BLVD., the South Lake leg of Line 7--SOUTH LAKE & AVENUE 64-HIGHLAND PARK, and Line 8--WASHINGTON STREET, except for school service (on line 8.) PCL is also asking permission to eliminate service on five holidays, and to reduce service on other holidays. The PUC conducted hearings on four days on the application. The application, and the hearing examiner's findings have now been submitted to the five member commission (which is quartered in San Francisco).

As a result of the proposed PCL changes, the City of Pasadena has initiated a transportation study, which, among other possibilities, will consider City purchase of PCL, and operation as a municipal system.

POMONA BUS LINES (PBL): The City of Pomona will take-over operations of PBL on January 1, 1966, when PBL's present franchise expires. A decision on whether the city will lease, with option to purchase, or buy the equipment outright, is expceted to be reached by November 1st.

Representatives of Pacific State Hospital, Mount San Antonia College, Cal Poly, at Pomona, and various hospitals, churches and schools all expressed their hope for expanded transit service, under city operation.

Cost of buying ten buses, and parts will amount to $65,000. A lease on the equipment would run $2,038 per month; $6,000 a year would be paid to NORMAN EILER (present owner of PBL) as a consultant.

The Mayor of Pomona, HARRY FAULL, who is also President of the SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT, stated that since no one else wanted to buy the company, the city had no choice but to take over the company, if public transportation in Pomona is to continue.

CALIFORNIA CAPITULATIONS (CONTINUED):

CULVER CITY MUNICIPAL BUS LINES (CCMBL): Effective Sunday, August 1st, CCMBL will raise the one-zone fare from 20¢ to 25¢; zone fares and school tickets will remain the same. This is the first fare increase for CCMBL since 1961.

CITY OF LAKEWOOD: Recently, the Lakewood City Council directed the Lakewood Parks and Recreation Commission to study the possibility of developing a better bus service from Lakewood to the beach areas. The Council took action after receiving petitions from a group of teen-agers, who have stated that it takes two hours and three transfers to get to Seal Beach on the Long Beach bus system (operated by the LONG BEACH PUBLIC TRANSPORTATION COMPANY).

SAN DIEGO TRANSIT SYSTEM (SDTS): The SAN DIEGO COUNTY TRANSIT DISTRICT Bill (TB-6/65) is now awaiting the signature of Governor Edmund G. Brown. On July 13th, a public hearing was held in San Diego to enable Governor Brown to hear testimony from San Diego area people on why he should either sign or veto the Transit District Bill. The bill would enable San Diego Metropolitan area voters to form a public district which could buy and operate the SDTS. Officials of San Diego, Imperial Beach, Coronado, La Mesa, El Cajon and the County Board of Supervisors all expressed a preferance for a legislative interim committee review of the bill before it becomes law, because sections of the act, they feel, are controversial. The cities of Chula Vista the bus drivers union, the San Diego Downtown Association and SDTS all support the legislation.

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EXCURSION NOTICE--SAN DIEGO EXCURSION, SUNDAY AUGUST 22, 1965

The UNITED TRANSIT BOOSTERS will run its fifth excursion using a 900-class model TDH-4509 coach of SAN DIEGO TRANSIT SYSTEM, on Sunday August 22, 1965.

The excursion will leave SDTS Imperial Garage at 12 Noon, after an hours tour of the maintenance facilities, which begins at 11:00AM; returning at 5:00PM; fare $5.00. See enclosed flyer for further details.

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EASTERN MASSACHUSETTS STREET RAILWAY COMPANY (CONTINUED FROM PAGE 5)

QUINCY GARAGE COACH ASSIGNMENTS:
1-1-64: 3127-3141, 3145, 3158-3160, 3163, 3168, 3176-3177, 3387, 3389, 3508-3522 and 3541. 6-1-64: 3124-3142, 3145, 3158-3160, 3163, 3168, 3176-3177, 3320, 3387-3389, 3508-3522, 3541 and USR 441-442.

UNION STREET RAILWAY COMPANY: During 1964, EMSRyCo purchased USRyCo, of New Bedford, Mass, and switched some USRyCo buses into the EMSRyCo Fall River Division. Subsequently, the Fall River Div. was sold to SHORT LINE, INC.

250-272, 274	G.M.C.	1947	TDH-3207	262-263, 265-272, 274 leased to EMSRyCo Fall River Div.
414-424	G.M.C.	1946	TD-4007	Leased EMSRyCo Quincy Div.
425-442	G.M.C.	1947	TDH-4008	Leased EMSRyCo Quincy Div.
443-459	?	?	?	Being used by USRyCo
460-469	G.M.C.	1956	TDH-4512/1556-1565	" " " "
470-484	G.M.C.	1962	TDH-4517/1743-1757	" " " "

SCRTD RTD REPORT BY DAVID P. LANDES

SURPLUS COACHES TO BE SOLD:

The District has called for bids on 25 6700-class TDH 4507's which are now in storage. These coaches were purchased by Los Angeles Transit Lines in 1947.

CUTBACKS LOOM AS REVENUE DROPS:

Cutbacks in both personnel and passenger operations are contemplated for September following the compilation of patronage and revenue statistics for the first five months of 1965. Passenger riding was down 3.5%, while miles operated were down only 1.66%. It is the imbalance between these two figures that the cutbacks will be designed to eliminate. Part of the deficit will be eliminated by reducing vehicle mileage in the same proportion as patronage has declined. In other words, miles operated will be reduced 2%, so as to bring the two figures into line. This would result in a saving to the District of $600,000 per year.

Also, due to the failure of the Legislature to provide the District with an alternate source of funds for rapid transit other than the farebox, the rapid transit effort is being curtailed. These reductions in engineering personnel, along with those made in the operating departments as a result of operating cutbacks, will result in the saving of an additional $100,000.

TUJUNGA-SUNLAND AREA ASKS FOR EXPANDED BUS SERVICE:

Residents of the Sunland-Tujunga area have asked RTD to extend line 56--LOS ANGELES-MONTROSE-SUNLAND into the San Fernando Valley. RTD officials replied that the service would not even pay the cost of the operator, and that the only way it could be operated would be with the aid of a subsidy from some interested group.

CONE T. BASS MADE RTD ACTING GENERAL MANAGER:

Following the recommendation of its Personnel Committee, the RTD board confirmed the appointment of Cone T. Bass as Acting General Manager, replacing C. M. Gillis. Bass also retains his position as Manager of Transit Operations.

REPAINTS:

The following coaches have been repainted in RTD's new chrome yellow and saddle tan: 2332, 5219, 2380, 2110, 5513, 6524, 5222, 6532, 2138, 5237, 2934, and 2359. Coach 2389 recieved an experimental paint job-- the right side of the coach, from the center of the front to the center of the rear, had the saddle tan replaced with champagne gold, while the left side sported champagne green in place of the tan. The coach was later repainted into the standard yellow and tan.

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