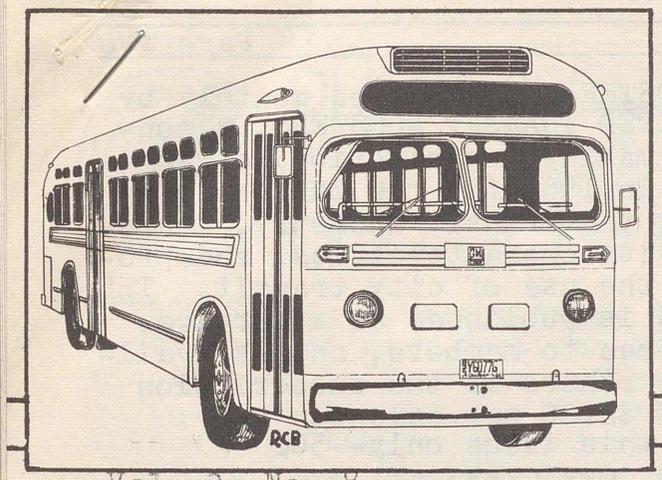


THE BOOSTER

Monthly Publication of The United Transit Boosters

'Dedicated to Better Transit'

Vol. 3, No. 8 August, 1965 Thirty-Four Pages

EL PASO

EL PASO CITY LINES, a NATIONAL CITY LINES subsidiary, recently purchased 15 used coaches from NEW ORLEANS PUBLIC SERVICE, INC. The purchase consists of 15 G. M. Coach model TDH-5105's, all built in 1955. The coaches are to be used on the heavier EPCL bus routes. The following are the vital statistics:

EPCL No.	Serial Number	NOPSI Number
4087	TDH-5105/986	1786
4088	TDH-5105/995	1795
4089	TDH-5105/997	1797
4090	TDH-5105/1003	1803
4091	TDH-5105/1006	1806
4092	TDH-5105/1008	1808
4093	TDH-5105/1012	1812
4094	TDH-5105/1013	1813
4095	TDH-5105/1016	1816
4096	TDH-5105/1021	1821
4097	TDH-5105/1031	1831
4098	TDH-5105/1032	1832
4099	TDH-5105/1034	1834
5000	TDH-5105/1042	1842
5001	TDH-5105/1043	1843

The above was obtained by staff member WARREN QUON, who obtained it from EPCL personnel. No explanation is presently available, for the jump from 4099 to 5000, skipping 4100-4999.

PITTSBURGH

The PORT AUTHORITY OF ALLEGHENY COUNTY, better known as PORT AUTHORITY TRANSIT (PAT) recently signed a new labor agreement with the AMALGAMATED TRANSIT UNION, providing for hourly pay increases, totaling 25¢ over a three year period. PAT and ATU submitted negotiations to arbitration, when they were unable to reach an agreement, themselves.

The first of 180 new buses that PAT ordered for this year, have now arrived. The first 135 are 49-seat GMC model TDH-5303's, numbered 2100-2234; the other 45 are to be GMC TDH-3501's--both models are to be airconditioned! The new buses will be used to convert certain Northside rail lines, and to replace older coaches.

MIAMI

The METROPOLITAN DADE COUNTY TRANSIT AUTHORITY inaugurated several route extensions and line consolidations in the Miami Springs-Coconut Grove area, resulting in more airconditioned. MDCTA's plan to inaugurate new service in North Dade County is now bogged down in the courts. COAST CITIES COACHES, of Hialeah, Florida, who serves the area in question, presently, opposes the MDCTA's plan. The Florida Supreme Court has ruled that MDCTA can provide bus service county wide, regardless of competition with private bus firms. CCC has filed for a rehearing of the case; how long the court will take to dispose of the case is unknown, at this time.

BOSTON

The MIDDLESEX AND BOSTON STREET RAILWAY COMPANY, of Waltham, Mass., has signed an agreement with the MASSACHUSETTS BAY TRANSPORTATION AUTHORITY, providing for a continuation of service to the western suburbs of Boston. MBTA plans to purchase and lease to M&BSRy, a fleet of new buses to replace a large portion of their present fleet. Required of M&BSRy reorganization of routes and schedules and issuance of public timetables.

SPECIAL MODEL/SERIAL NUMBER, BALTIMORE SURVEY ISSUE--PRICE, THIS ISSUE ONLY 50¢

UNITED TRANSIT BOOSTERS CLUB NEWS

MEETING NOTICE: The September meeting of the UNITED TRANSIT BOOSTERS will be held on Sunday, September 12, 1965. It will be convened in the meeting hall of the Manufacturers (Guardian) Bank, which is located at 7014 Sunset Blvd., in the Hollywood District of Los Angeles. Access to the meeting hall can be obtained from the parking lot at the rear of the building. The building in which the meeting will be held is located just west of Orange Drive, on the south side of Sunset Blvd., and is approximately equidistant from La Brea and Highland Avenues.

The meeting location can be reached quite easily from most parts of the L. A. area. From Downtown Los Angeles Line 42--SUNSET BLVD. (disembark at Sunset & Orange Dr.) 91--HOLLYWOOD BLVD. (walk from Hollywood & Orange Dr.) 93--LOS ANGELES-VAN NUYS-PANORAMA CITY-PACOIMA (walk from Sunset & Highland). These coaches may be boarded northbound on Hill St. From the southwest side, Lines 85--CRENSHAW-VINE-LA BREA or 89--FAIR FAX AVE. will take you to Hollywood & Orange or Sunset & La Brea. From Pasadena, Eagle Rock, Glendale or the Los Feliz District, Line 31--HOLLYWOOD-PASADENA will also take you to Hollywood and Orange Dr. From San Fernando Valley communities, the following service is available: From Panorama City, Van Nuys, North Hollywood and Universal City, Line 93--LOS ANGELES will take you to Sunset & Highland. From Tarzana, Encino, Sherman Oaks, Studio City, Lockheed Airport and Burbank, Line 81--VENTURA BLVD.-HOLLYWOOD-LOCKHEED-BURBANK will take you to Hollywood & Highland.

Meetings for October, November and December will be held at the same location, and will be convened at the same time (7:30PM). The dates are as follows: October 10, November 14 and December 12, 1965.

CHARTER APPROVED: At the August UTB meeting the charter (TB-6/65, Pg. 3) except for a few changes. Copies will be made available, along with the other documents, after they are approved. Single copies of this issue are available

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BUS MODEL NUMBERS--PART II
BUS SERIAL NUMBERS AN INTRODUCTION

INTRODUCTION: The following is a continuation and enlargement of an article that appeared in a previous issue (TB-11/63). This study represents a culmination of information on this subject, that your editor has been working on for over ten years. At this time, it would seem only appropriate to acknowledge the contributions of the following people, organizations and publications: The GMC Truck & Coach Division, Mr. E. W. Hall and Mr. M. A. Samuelson; The Omnibus Society of America, Inc.; The Bus History Association; The Motor Bus Society; and The Transit Promotion Association. Publications: Transit, Coachways, Motor Coach Age, Bus Transportation, and Mass Transportation (and its successors). To Mr. Kenneth W. Kau, Mr. Steve Goldman, Mr. Eli Bail, Mr. Paul Leger, Mr. Richard Kunz, Mr. Lazear Isreal, and TB staff members, Ed Buckley and Warren F. Quon.

Although the present study is thought to be complete for the area covered, it may turn out, due to haste in gathering material together for this issue, certain errors or omissions were made. Readers are invited to bring these, should any occur, to our attention.

In the following article, we are covering the period 1939 to 1965. This is the period of the use of the letters and numbers in YC/GMC model numbers. Future installments will include explanation of the 700 and 1200 series YC models, as well as models of other manufacturers.

In this study, we are also introducing the concept of serial numbers, and will explain their significance and use in vehicle and roster identification.

MODEL NUMBERS

Model numbers are the designations applied, by the manufacturer, to each different vehicle that he produces, which (in his estimation) is of enough variation from other models, as to require differentiation. Model numbers are of great significance in identifying or referring to a certain type of bus. Since different designations are assigned to each different type of coach that each manufacturer produces, and conversly, since each different coach has a different designation, it is only logical that the model number is universally used and accepted as a means of identification.

We begin our study in the Fall of 1939, for this was the time that the Yellow Truck & Coach Manufacturing Company (see history, below) adopted a new model number designation system--a system that is still being used today, over 25 years later.

The new model numbers were designed, initially, to convey three pieces of information about the bus for which it stood: (1) The type, whether Transit (T) or Intercity Parlor Car (P), (Ed. Note: Due to the nature of this publication, the United Transit Boosters, and your editor's field of interest, this study is concerned only with the transit and suburban lines of G. M. Coaches) (2) The type of Engine, whether Diesel (D) or Gasoline (G), and (3) The size, or seating capacity (e.g., 21, 24, 25, 27, 32, 36, 40, or 45). These letters and numbers were combined to describe each bus, according to each of these factors (e.g., TG-21, TD-25, TG-36 or TD-45).

Subsequently, a fourth factor was added to the model designations--a letter standing for the type of transmission; Hydraulic (H), Mechanical (M), or Electric (E).

It should be added, at this point, that beginning in 1960, Suburban coaches, which were previously grouped-in with the Transits, and consequent-

YC/GMC MODEL/SERIAL NUMBERS (CONTINUED):

ly designated by the letter "T", commenced being designated by the letter "S", (e.g., SDH, SDM). In the past, interurban-type coaches of the same size and vintage were grouped-in with the city-type buses (except for the 1953-59 models), making it impossible to differentiate between the two by use of the model number.

Engineer's Numbers: A fifth factor of model numbers, and one that was included initially in the system, but which was not made public (with few exception) in delivery lists, that were published in industry magazines, was the "Engineer's Number" (EN) which differentiated different versions of the same type. These numbers, so-called, beacuse they were assigned by the engineers who designed the buses, consisted of two digits that followed the vehicle size. Each size was considered as a different series, and each series began with "01".

Assignment of Engineer's Numbers is probably the most interesting phase of YC/GMC model numbers. As was stated above model numbers are assigned by the designing engineers. They assign a model number to each model that gets past a certain phase in the design/production process, whether as an experiment, or for regular production and sales. Each size is considered as a separate series; EN's are assigned to each series, beginning with "01" in ascending order, as new models are approved. What makes this facet of model number study so interesting is its INCONSISTANCY, in an otherwise perfectly consistant system. The reasoning behind this inconsistancy has been theorized by many people (including your editor), and some fairly logical conclusions have been reached.

The theory on the assignment of EN's is based on facts obtained from numerous sources (none of which include the Engineering Department of the GMC Truck & Coach Division). It is theorized that model numbers are assigned on the following basis:

1. Engineer's Numbers are applied in ascending order to each series (size) starting with "01", so that all numbers contain four digits.
   (a) The 36/37 and 54/55 sizes are each considered as one series.
   (b) In the case of the 36-seat buses that were produced between 1940 and 1944, in which two different size engines were available, a separate EN was assigned to each vintage of each engine size.
   (c) The "Suburban Line" (whose model numbers were separated from the "Transit Line" in 1960) is now considered apart from the "Transit Line"; EN's are assigned on the basis of Transit or Suburban, first then on the basis of engine type, then on the basis of size.
2. Each time there is some basic change in a series, the next highest (unassigned) number is applied.
3. Missing EN's are explained by one of the following:
   (1) The number was assigned to an experimental coach which did not get into general production.
   (2) The number(s) was (were) skipped in one series, but not another; an attempt was made to have all series have the same EN at that time.

And so it was, that the now famous model designation was developed, conveying the following information: Type (P/S/T), Engine (D/G), Transmission (E/H/M), number of seats (21, 24, 27, 31, 32, 35, 36, 37, [illegible], 45, 48, 50, 51, 53, 54 or 55) and the Engineer's Number (01 through infinity, although 19 is the highest number yet applied to any series, thus far.)

Although much emphasis has been placed on the differences that model numbers convey, it might be noted, at this point, that there can be greater variations between the same model at two different operating companies than between two different models at the same company!

YC/GMC MODEL/SERIAL NUMBERS (CONTINUED):

HISTORY

The Yellow Coach Manufacturing Company was formed in 1922 for the purpose of designing and manufacturing buses for use in city service. YCMC was controlled by a group of men who also controlled FIFTH AVENUE COACH COMPANY and CHICAGO MOTOR COACH COMPANY. YC's first bus, a double-decker, was delivered to CMCo in 1923. In 1925, the General Motors Corporation gained control of Yellow Coach. At this point, three companies, Yellow Coach Mfg. Co., Yellow Cab Mfg. Co. and General Motors Truck (a division of GMC), were merged into the Yellow Truck & Coach Manufacturing Company (although the truck line continued to be known as G. M. Truck, it was a division of YT&CMC.) Yellow Coach began by producing both single and double deck buses, of the engine-in-front design for city transit use, and eventually branched out into the inter-city field. In the early and middle 1930's it began building buses of rear-engine design.

In the later 'Thirties, YC began experimenting with the two-cycle diesel engine, and the two-speed "Hydraulic" automatic transmission--two developments that were to revolutionize the transit industry. The 1938-1939 period was a period of development, experiment and change, for the bus industry, in general. It was during this period that the YC product, as we know it today, developed. The incidents occured in this order: development of the diesel engine, and hydraulic transmission, adaptation of the new model number system, manufacture of the first 45-passenger bus, and finally the new "round corner" design.

All of the above incidents occured within three or four years of each other. Diesel-hydraulics were first produced in 1938, while in the fall of 1939, the new model number system was first used. The system was applied initially only to the 21 and 24-seat gasoline buses--no change in design, in these sizes, were made at this time. Except for the TG-2101 and TG-2401, the other models continued using their 700/1200 series numbers until mid-1940. The next step came in December, 1939, when the first 45-passenger bus ever built by YC (and possibly the first built by any manufacturer) was delivered. It was the model TD-4501, but was simply a lengthened version of the 40-seat diesel-hydraulic model 740. Only 44 of this model were ever produced--all went to CHICAGO MOTOR COACH CO. (The first one built, TD-4501001, CTA No. 1101, has been saved by The Omnibus Society of America, Inc., for its transportation equipment collection.) Amid great fanfare, in May of 1940, the final of the great changes, and possibly the most important for YC, occurred--the introduction of the "round corner" design. This design is still being used today on GM's low-price, small bus line, although it was generally superseded by the "New Look" design in 1959.

The 1940 models introduced a new concept in Yellow Coaches; four different sizes that were identical in design, except for length and power plant. The four sizes offered were 32, 36, 40 and 45; either diesel or gasoline engine, and mechanical, hydraulic or electric transmission were available in each size. Model numbers for this group of coaches were: TD/TG-3201, TD/TG-3601, TD/TG-3602, TD/TG-4001 and TD/TG-4502. There were two different "36" model numbers because there were two sizes of gasoline (451 and 529) and diesel (4-71 and 6-71) engines available in that size. In each case, the larger engine had the lower number. Although, theoretically, the electric drive was available in any size coach, only the 25 and 40-seat sizes ever were produced with them; the respective model numbers were TDE-2501 and TDE-4001. First buses of this design were built in May of 1940; in that same month, the first 88 TD-4502's built were delivered to LOS ANGELES MOTOR COACH CO.--these may have been the first of the new design to be built.

YC/GMC MODEL/SERIAL NUMBERS (CONTINUED):

The final step of the model number change-over occurred in the summer and fall of 1940. This was the application of the new system to smaller old look coaches that were still being produced. Included in this group were the TD-2501 and the TDE-2501. Made available were diesel engines in the 21 and 24 seat sizes, the TD-2401 and the TD-2101--the diesel was a two-cycle, two cylinder engine! Also introduced at this time, was a new 27-seat model. The TG-2701 and TD-2701, the latter of which had a three cylinder diesel engine, was basically of the same design as the 2401, except that it was 12 inches wider (95 inches instead of 83).

Apparently at some time later in 1940, or early 1941, some change was made in the 21,24,&25-seat models, as some TG-2102's, TG-2402's, plus diesel electric TDE-2502's and TDE-4002's, are listed as having been delivered.

A major change in design in the TD/TG-32, 36, 40 and 45's was made in December, 1940, although there was no resultant model number change. The change was the elimination of the flat front windshield, in favor of a windshield that slanted inward at a 24º angle. The reason for the change was to eliminate reflection, at night, from the dome lamps. This reflection made it extremely difficult to see out the front windows at night; night curtains were provided for drivers, but passengers were relegated to look at their own reflections, instead of the road ahead. The problem was solved with the slanting windshield.

At some time in late 1940 or early 1941, YC produced its first "Giant" bus. It was a 54-seat diesel-hydraulic model, dubbed the TD-5401, and was delivered to CHICAGO MOTOR COACH CO., and bore the number 2500. According to one story (and the most reliable) this bus was subsequently transferred to FIFTH AVENUE COACH CO. (retaining its 2500 number); however FACCo found it too long for its purposes, and so, shortened it (by cutting a piece out of the middle), making it a 50-seat bus. The coach is now said to bear a builders plate, on which the model number "TD-5001" is inscribed. This bus, still bearing its 2500 number is reported to be now operating on the WESTCHESTER STREET TRANSPORTATION CO. in Westchester County, which is just above the New York City borrough of the Bronx.

At about this same time, another odd model, the TD-4503; only two were built--both went to DE CAMP BUS LINES (New Jersey). They were a standard one-door version of the TD-4502, except that the standee windows were eliminated.

In the summer of 1941, the first universal change in models was made. The change was caused by World War II, in which the United States was not yet fighting, but for which it was supplying equipment. At this time, YC adopted the policy of using non-strategic materials. Steel body pannels replaced aluminum, causing an increase in weight ranging between 500 lbs. (in the TG-21) to 2,100 lbs. (in the TD-45). Except for the 27's and the small engine 36's, all model numbers were changed to end in "05". It would appear that the diesel engine was no longer available in the 21 and 24-seat sizes after the change. New model numbers were: TG-2105, TG-2405, TD/TG-2706, TD/TG-3205, TD/TG-3605, TD/TG-3606, TD/TG-4005 and TD/TG-4505.

Although the United States got into World War II in December, 1941, Yellow Coach continued to build buses until February, 1943. At that time, all bus production was ceased; the YC plant was converted to the production of military vehicles.

It probably wasn't realized at the time, but that last coach to roll off the production line in the winter of 1943 was the last to bear the "Yellow Coach" name. In December, 1943, while bus production was still suspended, some juggling of corporate structure occurred; as a result YT&CMCo became the "GMC Truck & Coach Division" of General Motors Corporation. The next bus to roll off the production line bore the "G. M. Coach" name.

YC/GMC MODEL/SERIAL NUMBERS (CONTINUED):

The first G. M. Coach was produced in February, 1944, as motor coach production was resumed at the Pontiac, Michigan plant. During this period, which constituted the final phase of WW-II, only buses with gasoline engines were produced--and only in the 36 and 40 seat sizes. Production and distribution of these buses, as was the production and distribution of all buses (of specified design) produced during the war, was regulated by the Office of Defense Transportation (ODT). ODT had the final say-so on who got what buses, and how many. ODT authority applied, apparently, only to "Intrigral" (or chasisless) motor coaches. From all indications, the first buses off the line in February went to PACIFIC GREYHOUND LINES, and were TG-3607's, having large (529 cu. in.) gasoline engines. Beginning in March, 40 seat TG-4006's began to be built. In May, production began on TG-3608's, which had "small" (451 cu. in.) gasoline engines. March 1944 saw the last production of large-size engines in 36-seat buses, for all subsequent wartime and post war 36's had small engines.

In September, 1944, the models were again changed, with the return to aluminum side panels. The ODT continued to regulate production and distribution; only gas buses were produced, and only in the 36 and 40 seat sizes--model numbers were TG-3609 and TG-4007. Beginning in February, 1945, diesel engines, which previously had all gone to the war effort, were again available; TD-4007's were delivered that month.

With the end of the war, full production on the entire GMC line was resumed in June, 1945. New model numbers were: TD/TG-3206, TD/TG-3609, TD/TG-4007 and TD-4506. Production on the 21, 24 and 27-seat buses was not resumed, after the war.

In November of 1946, the Coach manufacturing plant, at Pontiac, Mich., was enlarged to twice its former size; the new addition being located adjacent to the old facility.

The next model change also occurred in November, 1946. The occasion was the advent of the "Thermo-Matic" ventilation system. At this time, the "Thermo-Matic Vent" (or air-scoop), which was located on the front of the bus, above the head-sign, first made its appearance. Located in the drivers compartment, above the drivers head, was a Thermo-Matic housing, which contained equipment for the system. It is interesting to note that (except for the small-size 27's, 31's and 35's and the "New Look" coaches) all coaches built after this time had the Thermo-Matic housing, regardless of whether or not they had the exterior vent. Although the Thermo-Matic vent seems to have been standard equipment until about 1953, when it apparently became optional, some pre-1953 (but post-1946) buses were built without them. It was in this era, 1947-1948, that the third letter was added to the model number designation, denoting the type of transmission. Early models of this vintage, however (e.g., TD-4507's) had only two letter model numbers. After the war, no 45-seat buses were produced with gasoline engines; similarly, no 40-seat buses were produced with gas engines after 1946. Model numbers for this era were: TDH/TDM/TGH/TGM-3207, TDH/TDM/TGH/TGM-3610, TDH/TDM-4008 and TDH/TDM-4507.

The suburban model bus that was produced in 1947-48 varied from the specially built pre-war suburbans. The latter had no standee windows, but high side windows that were the height of the combined regular and standee windows on conventional transit models. These suburbans had been produced only in the 45-seat size; these buses had raised platforms, all forward facing seats and overhead baggage racks. Specially built suburbans that were produced during 1947-48 had the regular transit-size side windows, with the standee windows covered over, giving the coach a "squat" appearance. These suburbans are known to have been built in 36 and 45 seat sizes.

YC/GMC MODEL/SERIAL NUMBERS (CONTINUED):

In October of 1948, three new coach models were announced; two large models and one small model. The large models were manufactured first, and were of two sizes, 51 and 55-seats. Model numbers were TDH-5502 (an up-to-date version of the 1940-41 TD-5401) and TDH-5101. Both models featured double front doors, which was accomplished through the use of a longer front platform. The 51's and 55's were the first models to be built in GM's new "Paired Window" design, which was first introduced at this time. Formerly, all side windows on all YC/GMC buses (except the rear side windows) were all square (or rectangular) in design. The new design grouped side windows (except the rear side windows) in sets of two (pairs); the four outside corners of each pair were rounded-off. Wide window posts separated the pairs, giving greater body strength; standard-size window posts divided the pairs. In cases of models which had side window patterns with uneven numbers of side windows, the odd window (or windows) were rounded on all four corners, and had wide window posts on both sides. The new design allowed removal of the window assembly as a whole. (Unofficial nick-names have been applied to the two types of window design, although they are not, as yet, universally accepted. The term "Squary" is applied to the square window design, while the term "Pairy" is applied to the paired window design. The terms are used to generally to refer all models of the respective types, as a whole.) It should be noted that although "Pairys" were built until 1959, when the "New Look" design was introduced (and still, Pairy 37's were not discontinued until after 1963) only one order each of these original models were ever built: 101 model TDH-5502's went to CHICAGO MOTOR COACH CO. (500-600), 400 model TDH-5101's (4500-4899) went to The Board of Transportation of the City of New York (for the NEW YORK CITY TRANSIT SYSTEM).

The small coach that was introduced in October of 1948 was the first model of the 27-seat size to have been produced since 1942. It was designated as the TGH-2708; and was the first of the 27-seat size to use the "round corner" design. It was not of the new Pairy design, but had the square style windows. Standard equipment on the 2708, was a (270 cu. in.) gasoline engine and a hydromatic transmission; it is doubted that any were ever built with diesel engines or mechanical transmissions. Although the 2708 had the same general appearance of its bigger brothers, it was austere by comparison. Apparently, at least one TGH-2708 was built with the "half window", which is located immediately behind the front door, covered over--this may have been the pilot model.

December, 1948, saw the first production of another new Pairy model--and the first of the wide (101-102 inch) body design; this model was the TDH-4510. As it turned out, only two orders of this model were ever built, 500 for the NEW YORK CITY TRANSIT SYSTEM (Nos. 4000-4499) and one as a demonstrator to PACIFIC ELECTRIC RAILWAY (No. 2700). (The latter is now operating as No. 6700 on the SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT.)

Also in December, the remainder of the "Pairy" line was introduced, although most of them were not manufactured until well into 1949. New model numbers were as follows: TDH/TDM/TGH/TGM-3209, TDH/TDM/TGH/TGM-3612, TDH/TDM-4010 and TDH/TDM-4509. It is doubted if any TGH/TGM-3612's were ever built, but they were apparantly available.

As stated above, especially built suburban-type coaches had been built since about 1940. Sales of these coaches were seemingly not pushed, as no public notice of their availability was made to the industry. In the Spring of 1949, however, the availability of an especially built 45 passenger coach was announced. It bore the same model number as its transit counterpart, as had previous suburbans, which was the TDH/TDM-4509. It was first model of the Pairy design to have high side windows; it also featured high-back all forward facing seats, on raised platforms, and interior barrage racks. Some

C/GMC MODEL/SERIAL NUMBERS (CONTINUED):

of the later suburban 4509 seem to have been described on at least some occasions as "TDH/TDM-4509-S", however it is unknown whether this designation ever appeared on builders plates.

In March, 1949, an improved version of GM's hydraulic automatic transmission began to be manufactured. It was termed the "V-Drive", and among other things, was much lighter in weight than its predecessors.

A lengthened version of the TGH-2708 was introduced in November, 1949, the TGH-3101. Since no 3209's had been delivered since the first half of 1949, it might well be assumed that the 3101 replaced it. First 3101's were delivered in January of 1950.

In May, 1950, FIFTH AVENUE COACH CO. received one model TDH-5102 coach (No. 2501). The dimensions of this coach are not known, at this time, but it is thought that it is of wide design, with double front doors.

In August of 1950, the first standard 51-seat model of wide body design was brought-out. Titled the TDH-5103, it turned-out to be the first model, of over 45-seat size, to be produced on a regular basis, and to be delivered to more than one property.

November of 1950 saw the first delivery of the first of another new model, the TDH-4511. There seems to be only very little between this wide (101") 45-seat bus, and the TDH-4510, which had the same specifications. Although the 4511 may not have been intended to be a special model, as it turned-out, only 120 were ever built, all going to MILWAUKEE & SUBURBAN TRANSPORT CORP. (Nos. 1200-1319). It was pointed out by UTB member Doug Traxler, that the only difference between 4510's and 4511's seems to be the variation in size of the single window, which is forward of the rear door; it is several inches wider on the 4510 than the 4511 (this difference was also noted on 4509 built some time after 1950.)

No more model changes occurred until November, 1952. At this time, the first regular production of a narrow 51-seat model, the TDH-TDM-5104, was commenced. At this same time, a new 51-53-seat suburban model, the TDM-5107 (which was also available with a hydraulic transmission) was announced. This coach, as were past and future YC/GMC suburbans, were 95 inches wide.

With the improvement of the hydromatic transmission and the introduction of the "Dual-Range" feature, the 31-seat model number was changed to TGH-3102 in February, 1953.

Another big model change occurred in the summer of 1953. This occasion was the introduction of GM's new Air-Ride (or Air Suspension) suspension system. Although some Air-Ride buses had already been delivered by June, the public announcement wasn't made until August. The new line consisted only of 37, 45 and 51 seat buses, which were available only with diesel engines. The 32 and 40-seat models had been dropped by 1951; gasoline engines were available only in the 31-seat models. Transit models were equipped with V-Drive automatic, while 45 and 51-seat suburbans had four-speed mechanical transmissions as standard equipment, although either type was available with either transmission. New model numbers were: TDH-3714, TDH-4512, TDH-5105, TDH-5106, TDM-4515 and TDM-5108.

In the August announcement, the new Air-Ride 45-seat suburban coach was listed as the TDM-4514. No 4514's were, however, listed as having been delivered, although front end specifications for a TDH-4514 were listed in Bus Transportation magazine. The only discernable difference between the 4514 and the standard production model, the 4515, seems to be that the former had no under-floor baggage compartments, while the latter did.

A special model, built only for California operators, was delivered for the first time in June, 1953. California law declared 39-40 foot buses to be illegal, because of excessive weight on the rear axle. To accomodate

YC/GMC MODEL/SERIAL NUMBERS (CONTINUED):

California demand for a coach larger than the TDH-4512, GM engineers developed the TDH-4801, a bus 37' 9" long, 101" wide, with Air Suspension ride. Between 1953 and 1959, 622 4801's were delivered to eight different California properties.

All was quiet at G. M. Coach, then, for over five years. Some of the most dependable and rugged buses ever built by GMC were produced during this period (1953-59). But, GM designors and engineers were busy, in the late 1950's; the result of their efforts was the "New Look" design, the first deliveries, of which, were made in September, 1959. The New Look design is undoubtedly the most extreme departure in the design of transit buses in the history of YC/GMC. New Look coaches were offered only in 35' (45-seat) and 40' (51-53-seat) sizes. Transit models were offered in both 96" and 102" widths; model numbers were TDH-4516, TDH-4517, TDH-5301 and TDH-5302. Suburban buses were offered only in the narrow width (96"), and for the first time were designated by the letter "S", thus differentiating them from the transits; model numbers were SDM-4501 and SDM-5301. Of course, either transmission was available in any model. A new V-6 diesel engine was standard equipment in all New Look coaches, although the new V-8 diesel, used in intercity coaches, was available in the SDM-5301.

The TGH-3102 and TDH-3714 models remained unchanged for five years, even after the advent of the new look coaches.

After three years experience with New Look coaches, certain refinements were made in the design in the Winter of 1962. The resultant models are referred to as "The Second Generation of New Look Coaches." All New Look models were improved accordingly; all had new model numbers as follows: TDH-4518, TDH-4519, TDH-5303, TDH-5304, SDM-4502 and SDM-5302

The final change in G. M. Coach models (as of this writing) occurred in the Fall of 1964. At this time, the TGH-3102 and the TDH-3714 models were discontinued. Offered instead, was a 35-seat, elongated version of the TGH-3102, the 3501. It is offered with either gasoline or diesel V-6 engines that proved successful in truck operation for several years previously. First TDH/TGH-3501's were delivered in September, 1964.

SERIAL NUMBERS

A less complicated facet of bus identification, once model numbers are understood, is the manufacturers serial numbers. The numbers in question are the chassis serial numbers placed by manufacturers on builders plates attached to the chassis of the coach. Coaches are universally numbered by the manufacturer in ascending order as produced. There seems to be, however, two different ways of numbering: one method is to number all models in the same number system (this system was used by White and Flxible); the other system is to have a separate set of numbers for each model (Mack, ACF-Brill, Twin and YC/GMC used this system.)

Yellow Coach used the system of having a separate serial number series for each model. This system was in effect for the 700/1200 series models (which is not included in the present study) and was carried-over into the TG/TD series. Under the YC/GMC system, the serial number consisted of the model number, plus at least three additional digits, with no space of symbol separating them (e.g., TD-4502342). Each series (or model) was begun with "001" (e.g., TD-4501001); each additional coach of that model was numbered in ascending order. (After 999 of the model had been produced, the serial consisted of the model number and four digits (e.g., TDH-45122889).) Each model was considered a separate series, and each started with "001". (For example, there was a TD-4001001, a TG-4001001 and a TDE-4001001.)

YC/GMC MODEL/SERIAL NUMBERS (CONTINUED):

From 1939 through 1946 the model and serial numbers were by two letters, a T and a D or G (except for the diesel-electrics, the TDE's, which had their own serial number series, in addition to the TD series of the same model). The 1947-48 models, however (except for early TD-4507's), had a third letter added on to their model/serial numbers, an H or M. TDH and TDM serial numbers of this era (3207, 3610, 4008 and 4507), however, were mixed in the same series, as were TGH and TGM serial numbers. Beginning in late 1948 and early 1949, with models 5502, 5105, 2708, 3209, 3612, 4010 and 4509, there was a separate serial number series for each TDH, TDM, TGH, and TGM series. Serial number series since this time have followed this practice. In 1960, when the SDH/SDM's were introduced, they each had serial number series separate from TD, TDH, TDM, TG, TGH or TGM series.

Serial numbers are significant in bus and roster identification, because each bus retains its serial number for life. It is thus possible to trace past history of any coach by use of the serial number. Although any given bus may have belonged to any number of operators, and each one, of which, may have given it a different coach number, the serial number would stay the same in all cases. (It must be cautioned, however, that some companies have been known to switch builders plates--the item used as prime evidence of the coaches serial number. This can tend to throw records off. Fortunately, however, this occurs only very infrequently.) A prime example of how a serial number can trace a coach through several companies is the following case:

TG-3602039 was delivered new to LANG MOTOR BUS CO. in June of 1940, and was promptly numbered 515. When LONG BEACH MOTOR BUS CO. acquired the company, it was renumbered 7635. Subsequently it was sent to SPOKANE CITY LINES to become 2662; then back to GLENDALE CITY LINES as 9662, and finally to SACRAMENTO CITY LINES, where it got a 5600 series number. We don't have the end to this story, but a Sacramento roster with serial numbers will give us the SCL number, and if it lists disposition, we can get its present whereabouts.

Several people of your editor's acquaintance keep, or are attempting to complete, complete records of the histories of each bus. These records are usually kept by serial number, which makes it possible to keep groups of buses that have the same history, together. Probably the most prominent serial number collector is Ken Kau, of 8101 Fourth Ave., in North Bergan, New Jersey. Ken has literally millions of listings of serial numbers, and some day hopes to have all YC/GMC serials accounted for. Ken welcomes any contributions to his lists, and will reciprocate with information of his own. Paul Leger, Steve Goldman and Eli Bail are others known to keep such lists. Actually speaking, the more people who keep such records, the better, especially, if they freely trade with each other. Hogging ones serial number information does not tend to increase ones collection, as one person can not know what another doesn't have (and attempt to supply it) unless he knows what he does have.

A fact that makes serial number collection easier and more interesting, is that groups of buses, purchased at the same time, tend to have both their coach and serial numbers in corresponding ascending numerical order. For example, PACIFIC ELECTRIC's 2900-2934 class had serial numbers TDH-4801001 through TDH-4801035, therefore, 2900 was TDH-4801001, 2901 was TDH-4801002, 2902 was TDH-4801003 . . . and 2934 was TDH-4801035. (Ed. Note: In these pages, this would be abbreviated as: 2900-2934, TDH-4801/001-035. This implies that those coach numbers are represented by those serial numbers, and that both are in ascending numerical order.) Some companies, however, do not number their buses in ascending serial order. This makes it difficult to obtain serials for the entire group, and takes up much space in roster form.

YC/GMC MODEL/SERIAL NUMBERS (CONTINUED):

COMPLETE SERIAL NUMBER LISTS: Below are two complete serial number lists for two different models. This indicates the use and interest of such lists.

Serial Numbers	Quantity	Company	Coach Numbers
TDM-5103			
001-037	37	PGL	K-1400--K-1436
TDH-5103			
001	1	GMC	Demonstrator
002-125	124	PERy	2701-2824
126-131	6	SSSL	501-506
132-149	18	KSTL	2000-2017
150-199	50	CMCo	601-650
200-206	7	KSTL	2018-2024
207-246	40	CTS	3500-3539
247-301	55	CTCo	101-155
302-331	30	PERy	2825-2854
332-356	25	LTCo	551-575
357-406	50	CTS	3540-3589
407-431	25	CTCo	156-180
432-506	75	SLPS	3600-3674
507-531	25	KSTL	2025-2049
532-556	25	LATL	6401-6425
557-591	35	PERy	2855-2889
592-641	50	CMCo	651-700
642	1	CTS	3630
643-687	45	CTCo	181-225
688-727	40	CTS	3590-3629
728-777	50	TCRT	900-949
778-788	11	BTCo	1700-1710
789-798	10	SSSL	507-516
799-804	6	GRCCL	150-155
805-859	55	TCRT	950-1004
860-864	5	ATC	501-505
865-884	20	BTCo	1730, 28, 19, 21, 12, 29, 13, 26, 11, 25, 17, 20, 23, 22, 14, 27, 15, 18, 24, and 1716
885-934	50	CTS	400-449
935-951	17	ATCo	506-522

Above list supplied by Ken Kau.

Recapitulation: (TDH-5103)

PERy -	189	TCRT -	105
LATL -	25	ATCo -	22
KSTL -	50	SSSL -	16
CMCo -	100	GRCCL-	6
CTS -	181	SLPS -	75
CTCo -	125	GMC -	1
LTCo -	25	Total	951
BTCo -	31	13 companies	

Serial Numbers	Quantity	Company	Coach Numbers
TDM-4801			
001-075	75	PGL	K-1450--K-1524
TDH-4801			
001-035	35	PERy	2900-2934
036-065	30	KSTL	2100-2129
066-165	100	MCL	400-499
166-265	100	LATL	6500-6599
266-348	83	MCL	501-583
349-368	20	MCL	600-619
369-378	10	SDTS	501-510
379-398	20	SDTS	511-530
399-406	8	SMMBL	4801-4808
407-456	50	LAMTA	5100-5149
457-506	50	LAMTA	620-669
507-526	20	SDTS	531-550
527-547	21	KSTL	2100-2120

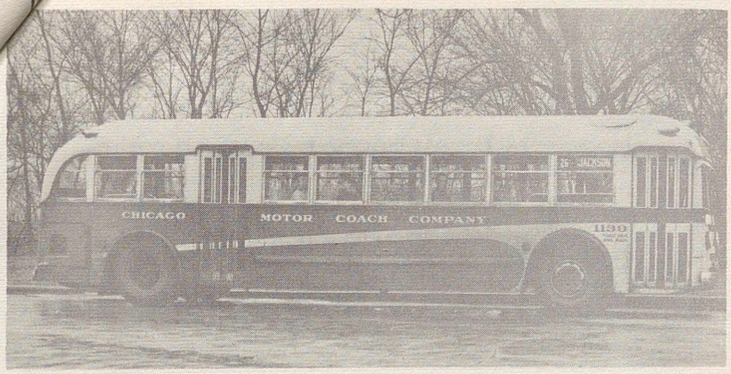
Abbreviations:

KSTL - Key System Transit Lines
LATL - Los Angeles Transit Lines
LAMTA- Los Angeles Metropolitan Transit Authority
MCL - Metropolitan Coach Lines
PERy - Pacific Electric Railway
SDTS - San Diego Transit System
SMMBL- Santa Monica Municipal Bus Lines
PGL - Pacific Greyhound Lines

Notes:
(1) KSTL is now Alameda-Contra Costa Transit District.
(2) PERy, MCL, LATL and LAMTA are now Southern California Rapid Transit District.

5103 Abbreviations:

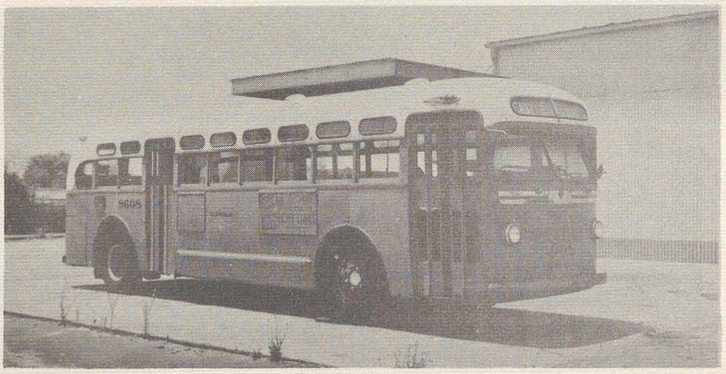
ATCo- Akron Transportation Co.
BTCo- Baltimore Transit Company
CMCo- Chicago Motor Coach Co.
CTCo- Cincinnati Transit Company
CTS - Cleveland Transit System
GRCCL-Grand Rapids City Coach Lines
KSTL- Key System Transit Lines
LATL- Los Angeles Transit Lines
LTCo- Louisville Transit Company
PERy- Pacific Electric Railway
SLPS- St. Louis Public Service
SSSL- South Suburban Safeway Lines
TCRT- Twin Cities Rapid Transit
PGL - Pacific Greyhound Lines



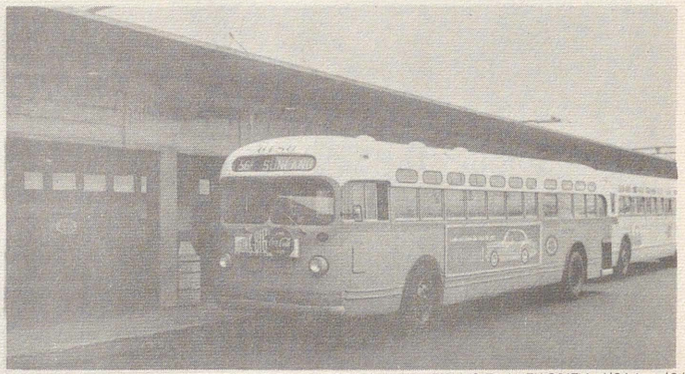
1. CHICAGO MOTOR COACH 1139: This is one of 44 TD-4501's built for CMC in 12/39 and 1/40. This was the first 45 seat model YC built, and was the first series to use the two-letter, four-number model number. It was the last transit model of over 30 passenger size, non-standee window design to be developed. -Barney Neuberger



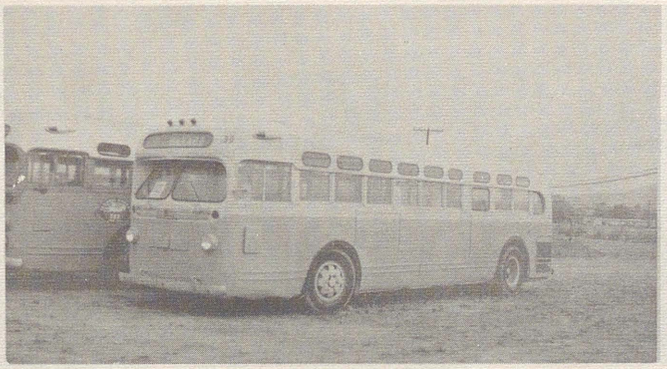
2. Vintage: A; Size: 45: METROPOLITAN COACH LINES 2662, a 1940 TD-4502, was among the second order of 4502's that YC built. This view illustrates the flat windshield of early "vintage A" models. -Squier



3. Vintage: A; Size: 36. GLENDALE CITY LINES 8608, now owned by the U.T.B., and on display at the Orange Empire Trolley Museum in Perris, California, a 1941 TD-3602, illustrates the slanted windshield that appeared on later "Vintage A" coaches and all subsequent non-new-look models of over the 30 seat size. -Squier



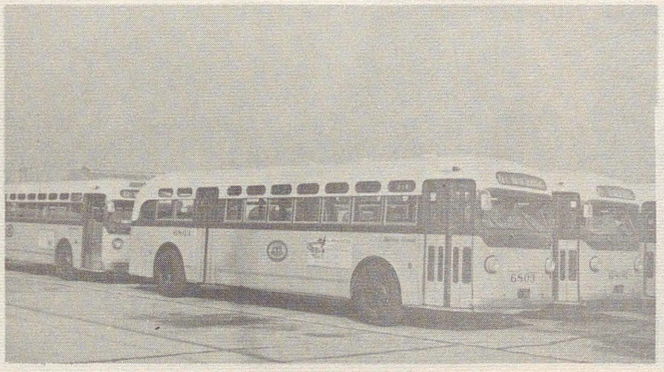
4. Vintage: B; Size: 45. LOS ANGELES METROPOLITAN TRANSIT AUTHORITY 6186 is a 1942 TD-4505 diesel hydraulic. -Squier



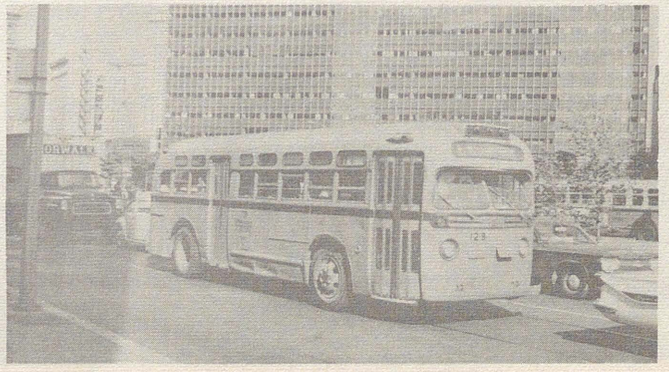
5. Vintage: C; Size: 36. SAN DIEGO ECONOMY LINE 39 is a World War II model. It is a 1944 TG-3607, now operating as a diesel-mechanical. -Squier



6. Vintage: D; Size: 36. GLENDALE CITY LINES 9606 is a 1944 TG-3609, also a WW-II bus, but unlike "Vintage C" models, "D" models have aluminum instead of steel body panels. -Al Styffe



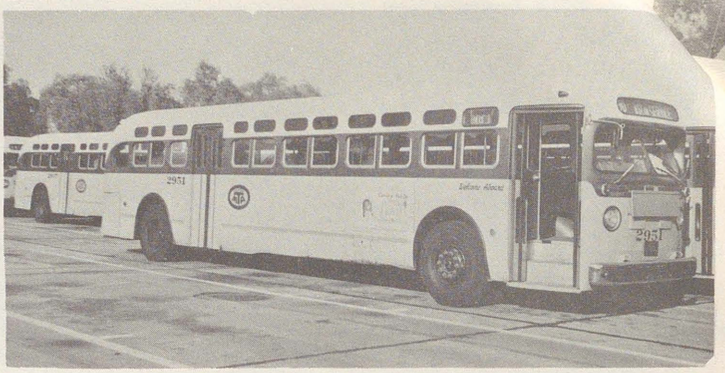
7. Vintage E; Size: 40. LOS ANGELES METROPOLITAN TRANSIT AUTHORITY 6803 illustrates the 1945 TD-4007 models. -Squier



8. Vintage: F; Size: 32. PITTSBURGH RAILWAYS CO. 128 is a 1947 TDH-3207. The "F Vintage" series were the first models to have the "Thermo-Matic" ventilation system, as may be noted by the vent over the destination sign. -Squier



9. Vintage: G; Size: 45. PHILADELPHIA SUBURBAN TRANSPORTATION CO. 95 is a 1949 TDH-4509. -L.P. Cummings, Jr.



10. Vintage: H; Size: 48. LOS ANGELES METROPOLITAN TRANSIT AUTHORITY 2951 is a 1953 TDH-4801. -Squier



11. Vintage: H; Size: 51. ATLANTIC CITY TRANSPORTATION CO. is a 1953 TDH-5106. --Squier Collection



19. Vintage: H; Size: 37. LORDSHIP RAILWAY, New York, a TDH-3714 numbered 314. --Barney Neuberger



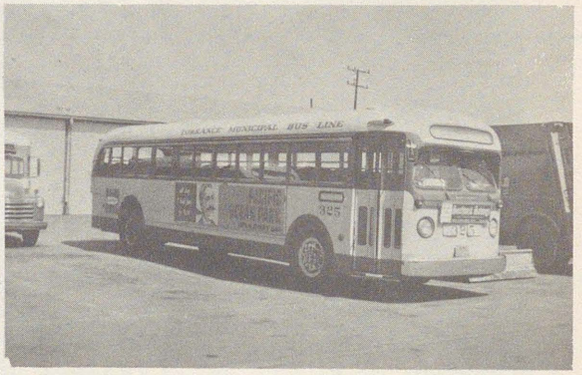
20. PUBLIC SERVICE COORDINATED TRANSPORT H-547 is a 1954 TDM-4512 -Squier Collection



21. WESTERN GREYHOUND LINES 9514 is a 1954 TDM-4801. -Squier



22. WESTERN GREYHOUND LINES 9404 is a 1951 TDM-5103. -Squier



30. TORRANCE MUNICIPAL BUS LINES 325 is a 1941 TD-4505. With its non-standee high window design, it is representative of the pre-war suburban models. -Squier



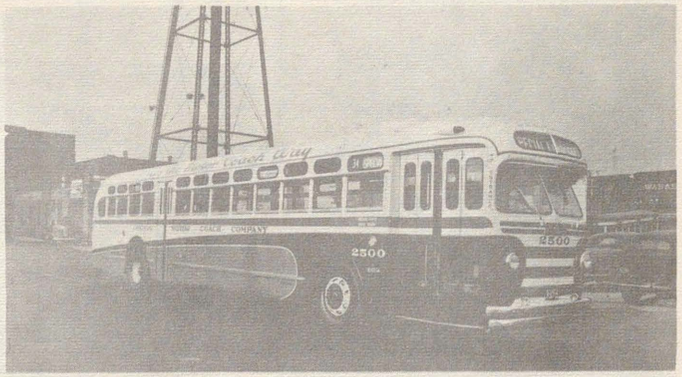
31. DE CAMP BUS LINES 135 is a 1947 TDH-4507. This view illustrates the non-standee, low-window design produced as 4507 models. Here, it appears to be simply a one-door transit without standee windows. -Squier Collection



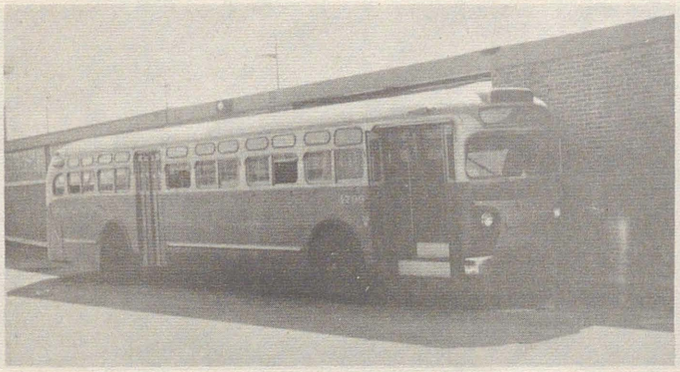
32. DE CAMP BUS LINES 208 is a 1951 TDH-4509. This view illustrates the non-standee, high-window design that was readopted for suburban coaches built after 1948, and until 1959. -Squier Collection



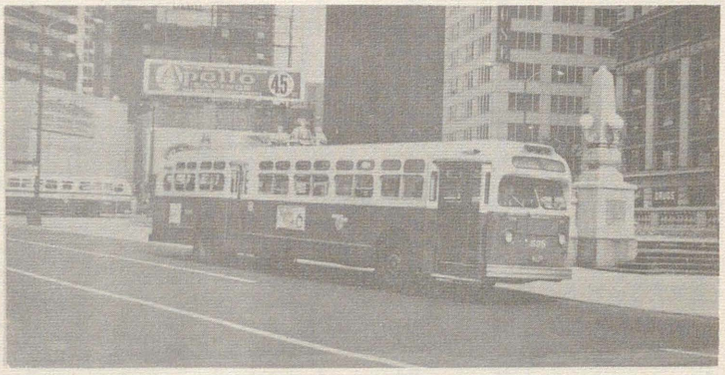
33. SUBURBAN LINES 731 is a TDM-5108. Between 1940 and 1951, suburban models were built mainly in the 45-seat size, however, beginning in 1952, the 51-seat size was produced regularly. --Squier.



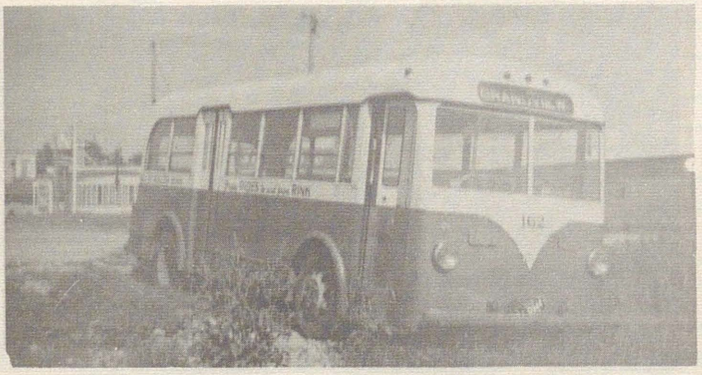
40. CHICAGO MOTOR COACH 2500 is a 1940 TD-5401. -Barney Neuberger



41. NEW YORK CITY TRANSIT AUTHORITY 4700 is a 1948 TDH-5101. -Squier Collection



42. CHICAGO TRANSIT AUTHORITY 598 is a 1948 TDH-5502. -Squier



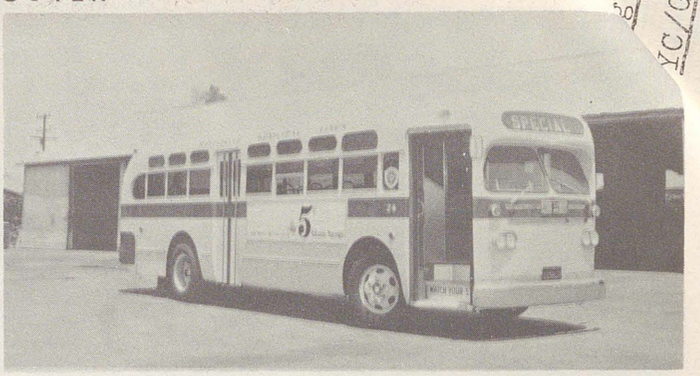
51. W.W. ROLLER RINK'S number 162 illustrates the 1940 TG-2402 model. -Squier Collection



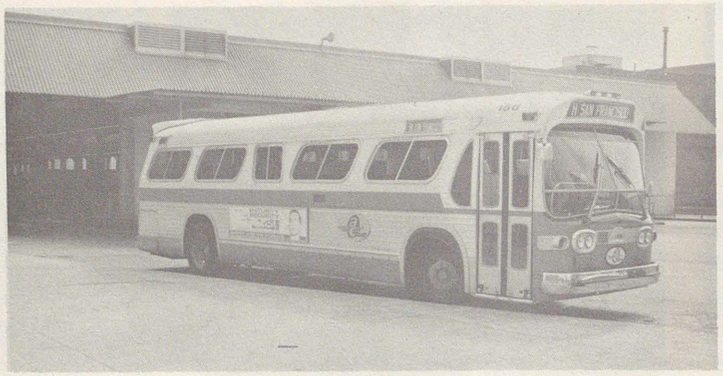
52. MOORE SERVICE BUS LINES 60 is a 1949 TGH-2708. -Billy Johnson



53. PENINSULA TRANSIT LINES 265 is a 1964 TGH-3102, and was among the last of this model built. -Squier.



54. MONTEBELLO MUNICIPAL BUS LINES 24, a 1964 TDH-3501. -Squier



60. FIRST GENERATION SUBURBAN: ALAMEDA_CONTRA COSTA TRANSIT DISTRICT 156 is a SDH-4501. -Squier



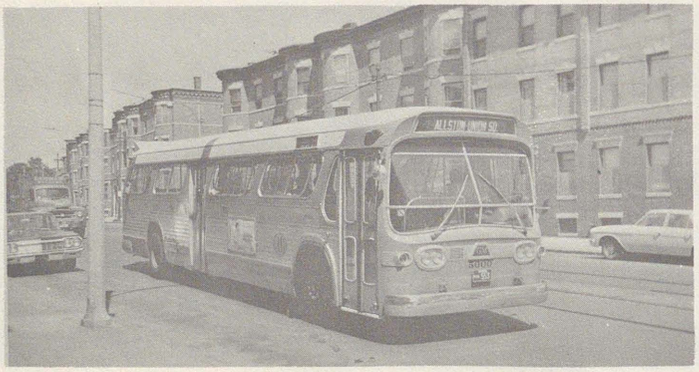
61. SECOND GENERATION SUBURBAN: AUTOBUS DRUMMONDVILLE 642 is a SDM-5302. --Squier Collection



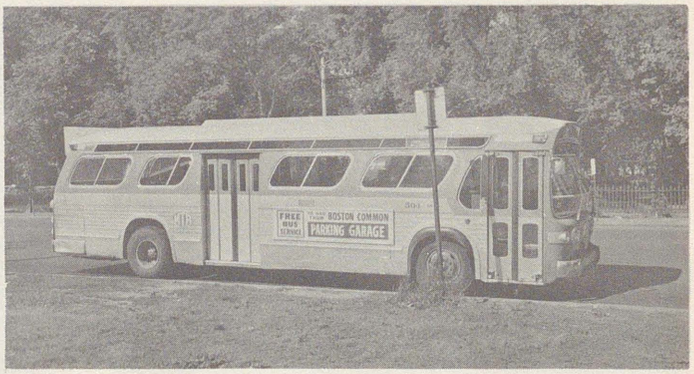
62. FIRST GENERATION TRANSIT: PITTSBUR GH RAILWAYS CO. 505 is a 1960 TDH-4517. --Squier



63. SECOND GENERATION TRANSIT: COLUMBUS TRANSIT CO. 849 is a 1963 TDH-5303. --Squier



64. NON-STANDARD NEW LOOK COACH: METROPOLITAN TRANSIT AUTHORITY 5000, a 1963 TDH-5303, was built without standee windows. -Al Styffe



65. NON-STANDARD NEW LOOK COACH: METROPOLITAN TRANSIT AUTHORITY 504, a 1960 TDH-4516, was built with double rear doors. -Al Styffe

YC/GMC MODEL/SERIAL NUMBERS (CONTINUED):

SIZE/VINTAGE CHART The following chart gives the model numbers of each size of coach that was manufactured in each of the following time periods:

SIZE \ TIME PERIOD	1939 TO 1940	1940 TO 1941	1941 TO 1943	1944 FEB. TO SEPT.	1944 SEPT. TO 1945 FEB.	1945 TO 1946	1947 TO 1948	1949 TO 1950	1950 TO 1953	1953 TO 1959	1959 TO 1962	1963 TO 1965
21	2101	2102	2105	—	—	—	—	—	—	—	—	—
24	2401	2402	2405	—	—	—	—	—	—	—	—	—
25	(739)	2501	—	—	—	—	—	—	—	—	—	—
25 DIESEL ELECTRIC	(739)	TDE 2501/2502	—	—	—	—	—	—	—	—	—	—
27	—	2701	2706	—	—	—	—	2708	2708	—	—	—
31	—	—	—	—	—	—	—	—	3101	3102	3102	—
32	(728)	3201	3205	—	—	3206	3207	3209	—	—	—	—
35	—	—	—	—	—	—	—	—	—	—	—	3501
36 LARGE ENGINE	—	3601	3605	TG 3607	—	—	—	—	—	—	—	—
36/37	(731)	3602	3606	TG 3608	TG 3609	3609	3610	3612	3612	3714	3714	—
40	(740)	4001	4005	TG 4006	TG 4007	4007	4008	4010	—	—	—	—
40 DIESEL ELECTRIC	(740)	TDE 4001/4002	TDE 4005	—	—	—	—	—	—	—	—	—
45 NARROW	4501	4502	4505	—	—	4506	4507	4509	4509	4512	4517	4519
45 WIDE	—	—	—	—	—	—	—	4510	4511	—	4516	4518
45 SUBURBAN	—	TD 4502/4503	TD 4505	—	—	—	TD 4507	TD 4509	TD 4509	TD 4515	SD 4501	SD 4502
48	—	—	—	—	—	—	—	—	—	4801	—	—
50/51/54 NARROW	—	5001	—	—	—	—	—	5101	5104	5106	5302	5304
51/53 WIDE	—	—	—	—	—	—	—	5102-?	5103	5105	5301	5303
51/53 SUBURBAN	—	—	—	—	—	—	—	—	TD 5107	TD 5108	SD 5301	SD 5302
54/55	—	5401	—	—	—	—	—	5502	—	—	—	—

YC/GMC MODEL/SERIAL NUMBERS (CONTINUED):

MOTOR COACH SPECIFICATIONS: Following are specifications for all models in the present study. Information was obtained from Bus Transportation magazine, and from leterature published by the GMC Truck & Coach Division.

MODEL	TYPE	TOTAL NUMBER BUILT	TIME PERIOD	FIRST DELIVERED	WIDTH	LENGTH	WHEEL BASE	WEIGHT	ENGINE		
									MAKE	MODEL	CYL
2101	TG	n/a	1939-41	11/39	83"	23'6"	13'4"	6,560	CHEV.	216	6
	TD#	n/a	1939-41	8/40	83"	23'6"	13'4"	n/a	GM-D	2-71	2
2105	TG	n/a	1941-42	8/41	83"	23'6"	13'4"	7,070	CHEV	235	6
2401	TG	n/a	1939-40	11/39	83"	23'6"	12'2"	7,330	CHEV	216	6
	TD	66F	1940	n/a	83"	23'6"	12'2"	n/a	GM-D	2-71	2
2402	TG	45I	1940-41	n/a	83"	23'6"	12'2"	n/a	CHEV	216	6
2405	TG	39I	1941-42	8/41	83"	23'6"	12'2"	7,830	CHEV	235	6
2501	TD	15F	1940-41	9/40	95"	24'10"	14'3"	12,500*	GM-D	4-71	4
	TDE	104F	1940	9/40	95"	24'10"	14'3"	n/a	GM-D	4-71	4
2502	TDE	109F	1941	n/a	95"	24'10"	14'3"	n/a	GM-D	4-71	4
2701	TG	n/a	1940-41	6/40	95"	24'9"	12'1"	9,070	GM-T	248	6
	TD	n/a	1940-41	10/40	95"	24'9"	12'1"	10,680	GM-D	3-71	3
2706	TG	n/a	1941-42	8/41	95"	24'9"	12'1"	9,660	GM-T	270	6
	TD	n/a	1941-42	8/41	95"	24'9"	12'1"	11,270	GM-D	3-71	3
2708	TGH	n/a	1949-51	5/49	95"	24'8"	12'8"	9,480	GM-T	270	6
3101	TGH	n/a	1950-53	1/50	95"	27'2"	15'0"	9,825	GM-T	270	6
3102	TGH	1605F	1953-64	2/53	95"	27'2"	15'0"	10,110	GM-T	270	6
3201	TG	n/a	1940-41	5/40	95"	28'2"	15'1"	12,880	GM-T	426	6
	TD	141A	1940-41	5/40	95"	28'2"	15'1"	13,570	GM-D	4-71	4
3205	TG	n/a	1941-42	8/41	95"	28'2"	15'1"	14,320	GM-T	426	6
	TD	194A	1941-42	8/41	95"	28'2"	15'1"	15,030	GM-D	4-71	4
3206	TG	n/a	1945-46	6/45	95"	28'4"	15'1"	13,620	GM-T	426	6
	TD	666A	1945-46	6/45	95"	28'4"	15'1"	14,000	GM-D	4-71	4
3207	TGH/M	n/a	1947-48	1/47	95"	28'4"	15'1"	13,510	GM-T	477	6
	TDH/M	n/a	1947-48	1/47	95"	28'4"	15'1"	14,250	GM-D	4-71	4
3209	TGH	n/a	1949	2/49	95"	28'5"	15'1"	13,900	GM-T	477	6
	TGM	n/a	1949	2/49	95"	28'5"	15'1"	14,130	GM-T	477	6
	TDH	63I	1949	3/49	95"	28'5"	15'1"	14,490	GM-D	4-71	4
	TDM	27F	1949	3/49	95"	28'5"	15'1"	14,585	GM-D	4-71	4
3501	TGH	n/a	1964-65	9/64	95"	29'7"	15'1"	10,300*	GM-T	351	V-6
	TDH	n/a	1964-65	9/64	95"	29'7"	15'1"	n/a	GM-T-D	478	V-6
3601	TG	36F	1940-41	6/40	95"	30'7"	17'6"	14,220	GM-T	529	6
	TD	44F	1940-41	6/40	95"	30'7"	17'6"	14,810	GM-D	6-71	6
3602	TG	224A	1940-41	6/40	95"	30'7"	17'6"	13,370	GM-T	451	6
	TD	67F	1940-41	6/40	95"	30'7"	17'6"	14,070	GM-D	4-71	4
3605	TG	129B	1941-42	8/41	95"	30'7"	17'6"	15730	GM-T	529	6
	TD	89F	1941-42	8/41	95"	30'7"	17'6"	16,500	GM-D	6-71	6
3606	TG	233A	1941-42	8/41	95"	30'7"	17'6"	14,910	GM-T	451	6
	TD	61A	1941-42	8/41	95"	30'7"	17'6"	15,680	GM-D	4-71	4
3607	TG	50F	1944	2/44	95"	30'9"	17'6"	15,730*	GM-T	529	6
3608	TG	200F	1944	5/44	95"	30'9"	17'6"	14,910*	GM-T	451	6
3609	TG	902A	1944-46	9/44	95"	30'9"	17'6"	14,170	GM-T	451	6
	TD	324A	1945-46	11/45	95"	30'9"	17'6"	14,660	GM-D	4-71	4
3610	TGH/M	97A	1947-48	1/47	95"	30'9"	17'6"	13,990	GM-T	477	6
	TDH/M	1683A	1947-48	1/47	95"	30'9"	17'6"	14,720	GM-D	4-71	4
3612	TGH#	n/a	1949-53	n/a	95"	30'9"	17'6"	14,620	GM-T	477	6
	TGM#	n/a	1949-53	n/a	95"	30'9"	17'6"	14,380	GM-T	477	6
	TDH	2071A	1949-53	3/49	95"	30'9"	17'6"	14,980	GM-D	4-71	4
	TDM	65A	1949-53	3/49	95"	30'9"	17'6"	15,065	GM-D	4-71	4
3714	TDH	825	1953-64	9/53	95"	30'9"	17'6"	16,210	GM-D	4-71	4
	TDM#	n/a	1953-64	n/a	95"	30'9"	17'6"	n/a	GM-D	4-71	4
4001	TG	n/a	1940-41	7/40	95"	33'0"	19'11"	14,960	GM-T	529	6
	TD	171A	1940-41	7/40	95"	33'0"	19'11"	15,420	GM-D	6-71	6
	TDE	145A	1940-41	11/40	95"	33'0"	19'11"	n/a	GM-D	6-71	6
4005	TG	129A	1941-42	8/41	95"	33'0"	19'11"	16,610	GM-T	529	6
	TD	155	1941-42	8/41	95"	33'0"	19'11"	17,260	GM-D	6-71	6
	TDE	16F	1941-42	n/a	95"	33'0"	19'11"	n/a	GM-D	6-71	6
4006	TG	290A	1944	3/44	95"	33'0"	19'11"	16,610*	GM-T	529	6
4007	TG	319A	1944-46	9/44	95"	33'0"	19'11"	15,720	GM-T	529	6
	TD	800A	1945-46	2/45	95"	33'0"	19'11"	16,330	GM-D	6-71	6
4008	TDH/M	1654A	1947-48	1/47	95"	33'0"	19'11"	16,370	GM-D	6-71	6
4010	TDH	115	1949-50	3/49	95"	33'2"	19'11"	15,365	GM-D	6-71	6
	TDM	4F	1949-50	n/a	95"	33'2"	19'11"	14,680	GM-D	6-71	6

C/GMC MODEL/SERIAL NUMBERS (CONTINUED):

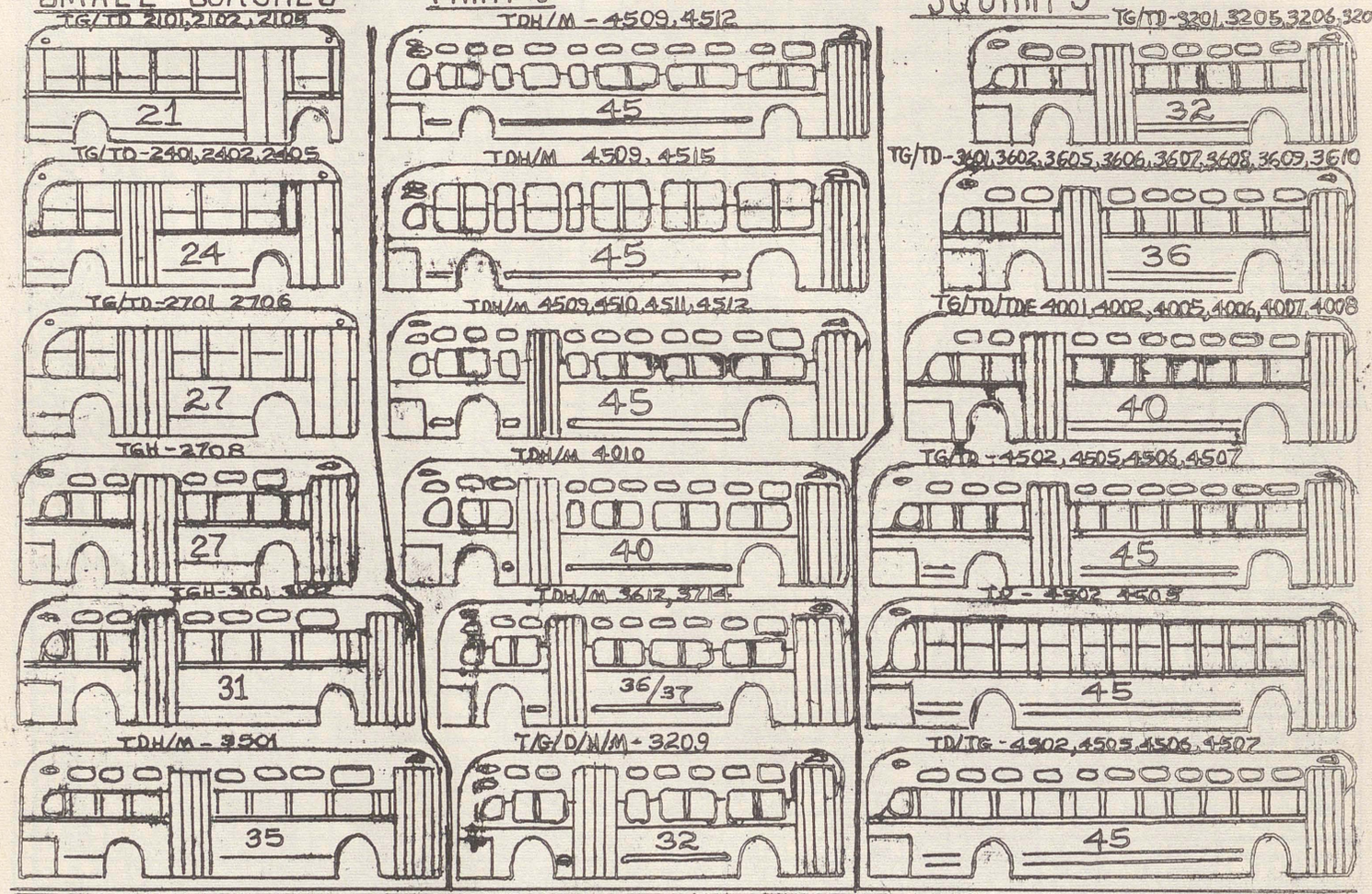
MODEL	TYPE	TOTAL NUMBER BUILT	TIME PERIOD	FIRST DELIVERED	WIDTH	LENGTH	WHEEL BASE	WEIGHT	ENGINE MAKE	ENGINE MODEL	ENGINE CYL
4501	SDH	95 A	1960-62	3/60	96"	35'0"	19'7"	n/a	GM-D	6V-71	V6
	SDM	114 1/2 C	1960-62	3/60	96"	35'0"	19'7"	n/a	GM-D	6V-71	V6
	TD	44 F	1939-40	12/39	95"	35'0"	21'5"*	18,000*	GM-D	6-71	6
4502	SDM	64 1/2 C	1963-65	n/a	96"	35'0"	19'7"	n/a	GM-D	6V-71	V6
	TG	35	1940-41	6/40	95"	35'0"	19'11"	15,540	GM-T	529	6
	TD	380 A	1940-41	6/40	95"	35'0"	19'11"	16,000	GM-D	6-71	6
4503	TD	2 F	1940	n/a	95"	35'0"	19'11"	n/a	GM-D	6-71	6
4505	TG	4 A	1941-42	n/a	95"	35'0"	19'11"	17,520	GM-T	529	6
	TD	856 A	1941-42	8/41	95"	35'0"	19'11"	18,110	GM-D	6-71	6
4506	TD	1200	1945-46	6/45	95"	35'0"	19'11"	16,910	GM-D	6-71	6
4507	TDH/M	3015 A	1946-48	11/46	95"	35'0"	19'11"	16,940	GM-D	6-71	6
4509	TDH	2494	1949-53	2/49	95"	35'0"	19'11"	16,720	GM-D	6-71	6
	TDM	555	1949-53	2/49	95"	35'0"	19'11"	16,840	GM-D	6-71	6
4510	TDH	501 F	1949-50	12/48	101"	35'0"	19'11"	17,120	GM-D	6-71	6
4511	TDH	120 F	1950-51	11/50	101"	35'0"	19'11"	17,100*	GM-D	6-71	6
4512	TDH	3263	1953-59	6/53	95"	35'0"	19'11"	17,860	GM-D	6-71	6
	TDM	252	1953-59	10/53	95"	35'0"	19'11	n/a	GM-D	6-71	6
4514*	TDH	n/a	1953	n/a	95"	35'0"	19'11"	n/a	GM-D	6-71	6
4515	TDH	40	1953-59	1/54	95"	35'0"	19'11"	n/a	GM-D	6-71	6
	TDM	412	1953-59	9/53	95"	35'0"	19'11"	19,830	GM-D	6-71	6
4516	TDH	149	1960-62	7/60	102"	35'0"	19'7"	n/a	GM-D	6V-71	V6
4517	TDH	1739/64 A	1959-62	12/59	96"	35'0"	19'7"	n/a	GM-D	6V-71	V6
	TDM	6 A	1960-62	n/a	96"	35'0"	19'7"	n/a	GM-D	6V-71	V6
4518	TDH	54 A	1963-65	n/a	102"	35'0"	19'7"	n/a	GM-D	6V-71	V6
4519	TDH	759/35 A	1963-65	3/63	96"	35'0"	19'7"	n/a	GM-D	6V-71	V6
4801	TDH	547 F	1953-58	6/53	101"	37'9"	23'3"	18,500*	GM-D	6-71	6
	TDM	75 F	1954	4/54	101"	37'9"	23'3"	18,600*	GM-D	6-71	6
5001 S	TD	1 F	1940	n/a	95"	39'0"*	n/a	n/a	GM-D	6-71	6
5101	TDH	400 F	1948-49	11/48	95"	39'7"	20'7"	18,440	GM-D	6-71	6
5102	TDH	1 F	1949	5/49	n/a	n/a	n/a	n/a	GM-D	6-71	6
5103	TDH	951 F	1950-53	8/50	101"	39'9"	23'6"	19,090	GM-D	6-71	6
	TDM	37 A	1950-53	n/a	101"	39'9"	23'6"	n/a	GM-D	6-71	6
5104	TDH	162 F	1952-53	10/52	95"	39'9"	23'6"	18,540	GM-D	6-71	6
	TDM	6 F	1952-53	n/a	95"	39'9"	23'6"	n/a	GM-D	6-71	6
5105	TDH	3630	1953-59	6/53	101"	39'9"	23'6"	19,350	GM-D	6-71	6
5106	TDH	1727	1953-59	9/53	95"	39'9"	23'6"	19,000	GM-D	6-71	6
	TDM	110	1953-59	8/53	95"	39'9"	23'6"	n/a	GM-D	6-71	6
5107	TDH	2 F	1952-53	10/52	95"	39'9"	23'6"	n/a	GM-D	6-71	6
	TDM	13 F	1952-53	10/52	95"	39'9"	23'6"	21,130	GM-D	6-71	6
5108	TDH	21 A	1953-59	8/53	95"	39'9"	23'6"	n/a	GM-D	6-71	6
	TDM	461	1953-59	8/53	95"	39'9"	23'6"	21,390	GM-D	6-71	6
5301	SDH	3	1960-62	12/60	96"	40'0"	23'9"	n/a	GM-D	6V-71 V	V6
	SDM	589/2 C	1960-62	4/60	96"	40'0"	23'9"	n/a	GM-D	6V-71 V	V6
	TDH	379/16 C	1959-62	9/59	102"	40'0"	23'9"	n/a	GM-D	6V-71	V6
	TDM	30 F	1959-62	3/61	102"	40'0"	23'9"	n/a	GM-D	6V-71	V6
5302	SDH	43 A	1963-65	n/a	96"	40'0"	23'9"	n/a	GM-D	6V-71 V	V6
	SDM	654 A	1963-65	n/a	96"	40'0"	23'9"	n/a	GM-D	6V-71 V	V6
	TDH	774/16 C	1960-62	4/60	96"	40'0"	23'9"	n/a	GM-D	6V-71	V6
	TDM	20	1960-62	3/61	96"	40'0"	23'9"	n/a	GM-D	6V-71	V6
5303	TDH	2929/42 C	1963-65	1/63	102"	40'0"	23'9"	n/a	GM-D	6V-71	V6
	TDM	63 A	1963-65	n/a	102"	40'0"	23'9"	n/a	GM-D	6V-71	V6
5304	TDH	829 A	1963-65	n/a	96"	40'0"	23'9"	n/a	GM-D	6V-71	V6
	TDM	57 A	1963-65	n/a	96"	40'0"	23'9"	n/a	GM-D	6V-71	V6
5401 S	TD	1	1940	n/a	95"	42'0"*	n/a	n/a	GM-D	6-71	6
5502	TDH	101	1948-49	10/48	95"	41'11"	23'0"	18,460	GM-D	6-71	6

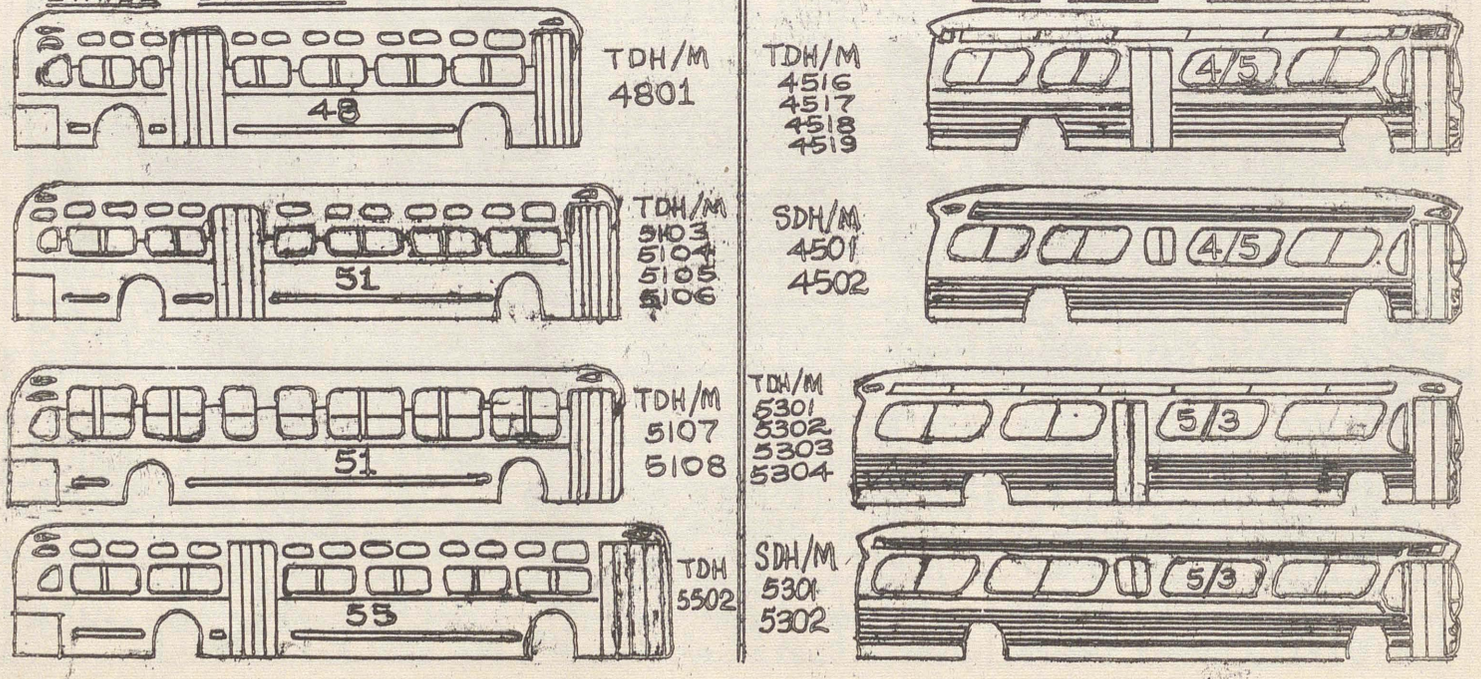
NOTES:

- Questionable
* - Estimated
A - At least
B - TG-3605 serial numbers run 001-150: 044, 091-110 never built
C - Build by GMC's Canadian subsidiary.
F - Figures are complete
I - Figures are incomplete
S - These two models are believed to be the same coach, rebuilt
V - This model also available with 8V-71 engine
n/a - Not available
GM-D - General Motors Diesel
GM-T - General Motors Truck
Chev - Chevrolet

YC/GMC MODEL/SERIAL NUMBERS (CONTINUED):

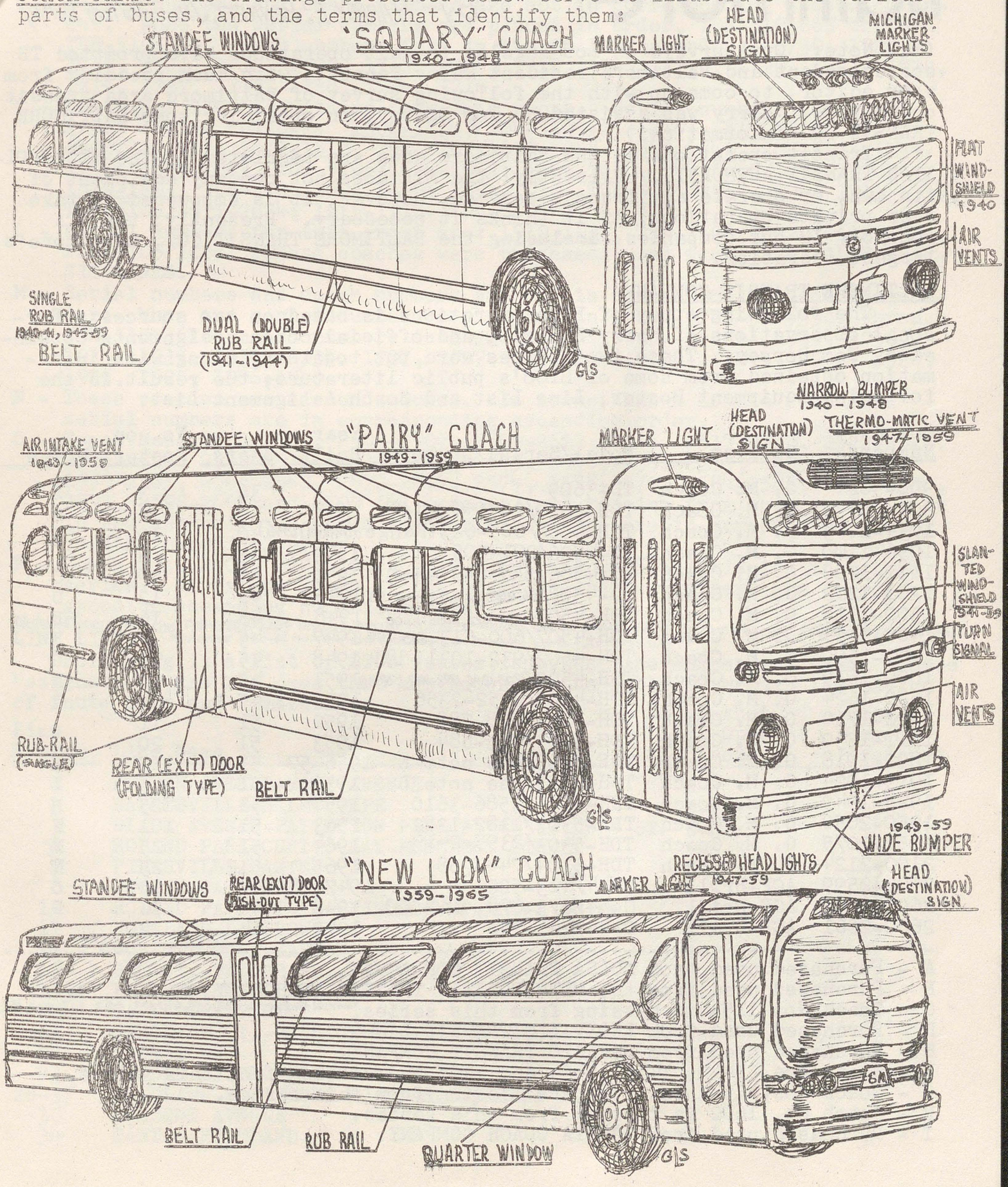
BODY STYLES: The following drawings serve to indicate the differences between the various body styles and sizes of buses included in the present study:





C/GMC MODEL/SERIAL NUMBERS (CONTINUED):

COACH PARTS: The drawings presented below serve to illustrate the various parts of buses, and the terms that identify them:



Baltimore -- an in-depth survey

By HARREY E. BENNETT, JR. -- with Tom Dorsey

(Ed. Note: Our surveys on Los Angeles transit operations have prompted TB correspondent and Baltimore resident Harry Bennett, with much prodding from your editor, to come-up with the following survey of Baltimore area transit operations. Harry was assisted by Tom Dorsey, in obtaining some BALTIMORE TRANSIT CO. information.)

Transit operations in the Baltimore area are regulated by the METROPOLITAN TRANSIT AUTHORITY. Presently, the MTA does not own any equipment of its own, or operate any transit service, however, it is empowered to take over private operations, if it thinks it necessary. Presently, the MTA controls 12 bus companies, including the BALTIMORE TRANSIT CO., Baltimore's largest operation.

BALTIMORE TRANSIT COMPANY

The following study of BTCo operations is based on two sources: Personal observations of Harry Bennett, and official coach assignments obtained by Tom Dorsey. These two sources were put together, along with information obtained from some of BTCo's public literature; the result is the following Equipment Roster, Line List and Coach Assignment List.

Coach Numbers	Builder	Model/Serial Numbers	Year Built	Seats	No. on Roster	Notes
900-902	G. M. Coach	TD-3609		36	3	A
903-907	G. M. Coach	TDH-3610/? 333,469,471,474	1947	36	5	A
1034-1043	G. M. Coach	TDH-4007/605-623 (Range) (mixed)	1946	40	10	B
1096-1100	G. M. Coach	TD-4506/001-005	1945	45	5	
1101-1200	G. M. Coach	TD-4506/542-641 (mixed)	1946	45	99	C
1201-1212	G. M. Coach	TD-4506/006,008,010,012,015,113,?,118,120-123	1945	45	12	D
1300-1315	G. M. Coach	TDH-4507/1613-1622, 2595-2600	1948	45	16	E
1400-1498	G. M. Coach	TDH-4507/600-613, 615-700	1947	45	95	F
1499-1599	G. M. Coach	TDH-4507/932-1031, 180+	1948	45	99	G
1600-1619	G. M. Coach	TDH-4509/1290-1294, 1398-1402, 1538 [illegible]	1951	45	19	H
1620-1624	G. M. Coach	TDH-4509/2352-2356	1952	45	4	I
1700-1710	G. M. Coach	TDH-5103/778-788	1952	51	11	
1711-1730	G. M. Coach	TDH-5103/865-884	1953	51	20	J
1800-1918	G. M. Coach	TDH-5105/see note K	1956-57	51	119	K
1919-1924	G. M. Coach	TDH-5105/see note L	1956	51	6	L
1925-1949	G. M. Coach	TDH-5105/3586-3610	1958	51	25	M
1950-2050	G. M. Coach	TDH-5303/1182-1282	1963	51	101	N
2051-2075	G. M. Coach	TDH-5303/2395-2419	1964	51	25	N
2100-2124	G. M. Coach	TDH-5304/744-768	1965	51	25	N
2500-2599	ACF-Brill	C-44/423-522	1947-48	44	39	O
2600-2659	ACF-Brill	C-44/673-678, 680-733	1948	44	54	P
2660-2661	ACF-Brill	C-44/745-746	1949	44	2	
				Total---	794	

A - Purchased used from TULSA TRANSIT COMPANY.
B - Purchased used from the METROPOLITAN TRANSIT AUTHORITY, Boston, Mass.
C - Coach No. 1153 is missing from this series. Serial Order is 622,618,615,612,623,617,610,608,605
D - Purchased used from KNOXVILLE TRANSIT LINES.
E - Purchased used from BUFFALO TRANSIT COMPANY.
F - Coach Nos. 1440, 1465, 1494 and 1498 are missing from this series.
G - Coach Nos. 1547 and 1587 are missing from this series.
H - Coach No. 1602 is missing from this series.
I - Purchased used from AGUSTA COACH COMPANY.

BALTIMORE SURVEY--BALTIMORE TRANSIT COMPANY--EQUIPMENT ROSTER (CONTINUED):

J - Serial numbers and coach numbers are not in corresponding ascending order. When the serial numbers are placed in order, TDH-5103865 through TDH-5103884, coach numbers fall in the following order: 1730, 1728, 1719, 1721, 1712, 1729, 1713, 1726, 1711, 1725, 1717, 1720, 1723, 1722, 1714, 1727, 1715, 1718, 1724, 1716.

K - Coach No. 1845 is missing from this group. Serial numbers for this group are as follows: 1800-1814, TDH-5105/232-246; 1815-1816, TDH-5105/316-317; 1817-1818, TDH-5105/1057-1058; 1819-1843, TDH-5105/1134-1158; 1844-1863, TDH-5105/1624-1643; 1864-1888, TDH-5105/1754-1778; 1889-1893, TDH-5105/1695-1699; 1894-1910, TDH-5105/2584-2600; 1911-1914, TDH-5105/2671-2674; 1915-1918, TDH-5105/2875-2878

L - Serial numbers for this group are: 1919-1923, TDH-5105/1062-1066; 1924, TDH-5105/1068. These coaches were purchased used from KNOXVILLE TRANSIT LINES.

M - Serial numbers and coach numbers are not in corresponding ascending order. When the serial numbers are placed in order, TDH-51053586 through TDH-51053610, coach numbers fall in the following order: 1929, 1930, 1934, 1933, 1935, 1936, 1937, 1927, 1938-1944, 1931, 1945, 1932, 1928, 1926, 1925, 1946-1949.

N - These coaches are airconditioned. It is not known if the coach and serial numbers are in corresponding ascending order.

O - Coach Nos. 2500-2503, 2505-2507, 2509-2512, 2514, 2517-2520, 2522-2523, 2525-2526, 2529-2536, 2539-2542, 2545, 2548, 2551-2553, 2555-2556, 2559-2563, 2565-2567, 2570-2571, 2574, 2578-2579, 2584-2585, 2588-2590, 2593, 2595-2596 and 2599 (61 coaches) are missing from this series. It is not known if the coach and serial numbers are in corresponding ascending numerical order.

P - Coach Nos. 2602, 2606-2607, 2610, 2641 and 2655 are missing from this series. It is not known if the coach and serial numbers are in corresponding ascending numerical order.

Note: Except for the TDH-5303/5304 models, serial numbers should not be assumed to be in numerical order, unless so stated. Further serial number details to be published in a future issue.

LINE LIST:

Following is a list of BTCo routes, showing line number and name. These designations are the ones that are known to the public, through the medium of route maps and timetables:

Line Number	Line Name	Bases that Lines Operate From	Size of Coach Assigned
1	FULTON AVENUE-FORT AVENUE	B-R	45
3	BAYNESVILLE-HALETHORPE	B-K	45
5	SLADE AVENUE-PATTERSON PARK AVENUE-BIDDLE ST.	E-R	45, 51
6	ROLAND PARK-CURTIS BAY-MONUMENT STREET	B-E-K	45
7	PIKESVILLE-CANTEN	E-R	45
8	TOWSON-CATONSVILLE	B-K	51
10	ROLAND PARK-MT. WASHINGTON-SPARROWS POINT	B-E-K	51
11	HOMELAND-LANSDOWNE	B-K	45
13	NORTH AVENUE-CANTON	E-K	51
15	GAY ST.-BELAIR RD.-EDMONDSON AVE.	B-H	51
19	HARFORD ROAD-GARRISON	H-R	51
20	BALTIMORE STREET	B-E	45, 51
21	CAROLINE ST.-PRESTON ST.-GILMER ST.	E-R	51
22	CROSSTOWN	E-K	45, 51
23	MIDDLE RIVER-ROLLING ROAD	B-E	45, 51
28-37	WOODLAWN-BALTIMORE HIGHLANDS-CHERRY HILL	B-R	45
30	FREMONT AVENUE	B	45
34	CANTON-HIGHLAND	E	36

BALTIMORE SURVEY--BALTIMORE TRANSIT COMPANY--LINE LIST (CONTINUED):

Line Number	Line Name	Bases that Lines Operate From	Size of Coach Assigned
35	WALBROOK-LORRAINE	R	36
36	EDNER GARDENS-CITY HALL	K	45, 51
44	BELVEDERE AVENUE	H	45, 51
47	KEY AVENUE	R	36
50	MANNASOTA AVENUE	H	45
51	DOLFIELD AVENUE-BENTALOU & MONROE STREETS	B-R	45
57	GORSUCH AVENUE	H	40
58	BRIGHTON	R	36
70	DOWNTOWN SHUTTLE	K	40
86	SOCIAL SECURITY	B-K-R	45, 51

NOTES:
In addition to the routes listed above, there are:
(A) Many special school routings, which usually cover parts of established routes; they operate between various schools and certain neighborhoods.
(B) Express, Limited Stop and Shoppers Specials that operate generally over the established routes, but vary at times, between terminals, to use faster streets. Express and Shoppers Specials make all stops at the terminal areas, but none between terminal areas; Limited Stops buses also make some stops at important transfer points along the route.
(C) Baseball and football specials, using route letters, instead of numbers, operate to Memorial Stadium for all games. These specials operate from outlying areas over their own routings, irrespective of the established routes. Service of a similar nature is operated to Pimlico Race Track, during the racing season.

The 86--SOCIAL SECURITY Route is actually three express and one local route operating from various sections of the city to the Social Security Building.

Abbreviations in the "Bases that Lines Operate From" column are used to designate the different Bases, as follows: B--Bush St.; E--Eastern; H--Hartford; K--Kirk Ave.; and R--Retreat St. (See Coach Assignment List for more information on BTCo Bases.)

Entries in the "Size of Coach Assigned" column indicates the size of bus usually found on that route. However, any route using 45-seat buses may have 51's on in during rush hours; likewise, 45's may be found on 51-seat lines during rush hours. All lines using 51's use "New Look" buses, as well as the older models. During slack hours, especially on Sundays, most lines use larger buses, and usually the "New Look" models. In other words, BTCo spreads its best around, whenever available. Only the lines which use only 36 and 40-seat coaches may never see a 51 or a "New Look" bus.

COACH ASSIGNMENT LIST:

Commencing on the next page is a list, indicating the manner in which the buses, as listed on the Equipment Roster, are assigned to each of the five Bases--and the lines on which they primarily operate. The term "Base" is used in the same context by BTCo, as such terms as "Division", "Garage", "Station" or "Terminal" are used by other properties.

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ALTIMORE SURVEY--BALTIMORE TRANSIT COMPANY--COACH ASSIGNMENT (CONTINUED):

BUSH ST. (Washington Blvd. & Bush St.)
Lines: 1, 3, 6, 8, 10, 11, 15, 20, 23, 28-37, 30, 51 and 86.

Coach Nos.	Qty.	Model	Lines Used On
1135-1142	(08)	TD-4506	
1170-1201	(32)	TD-4506	1, 3, 6, 11,
1467-1493	(27)	TDH-4507	20, 23,
1495-1497	(03)	TDH-4507	28-37, 30,
1499-1519	(21)	TDH-4507	51, 86
1606-1624	(19)	TDH-4509	
1800-1829	(30)	TDH-5105	
1882-1894	(13)	TDH-5105	8, 10, 15,
1997-2027	(31)	TDH-5303	20, 23, 86
2100-2107	(08)	TDH-5304	
2615-2640	(26)	C-44	1, 3, 6, 11,
2642-2654	(13)	C-44	20, 23,
2656-2661	(06)	C-44	28-37, 30
Total	(237)		51, 86

EASTERN (Penca, Lombard & Oldham Sts., near Eastern Ave.
Lines: 5, 6, 7, 10, 13, 20, 21, 22, 23 and 34.

Coach Nos.	Qty.	Model	Lines Used On
907	(01)	TDH-3610	34
1151-1152	(02)	TD-4506	
1154-1160	(07)	TD-4506	5, 6, 7,
1300-1315	(16)	TDH-4507	20, 22, 23
1400-1439	(40)	TDH-4507	
1441-1450	(10)	TDH-4507	
1700-1730	(31)	TDH-5103	
1830-1844	(15)	TDH-5105	5, 10, 13,
1846-1847	(02)	TDH-5105	20, 21, 22,
1978-1991	(14)	TDH-5303	23
2120-2124	(05)	TDH-5304	
2573	(01)	C-44	
2575-2577	(02)	C-44	
2580-2583	(04)	C-44	
2586-2587	(02)	C-44	
2591-2592	(02)	C-44	
2594	(01)	C-44	5, 6, 7,
2597-2598	(02)	C-44	20, 22, 23
2600-2601	(02)	C-44	
2603-2605	(03)	C-44	
2608-2609	(02)	C-44	
2611-2614	(04)	C-44	
Total	(169)		

HARFORD (Harford Road)
Lines: 15, 19, 44, 50, 57

Coach Nos.	Qty.	Model	Lines Used On
906	(01)	TDH-3610	?
1039-1043	(05)	TDH-4008	57
1143-1150	(08)	TD-4506	44, 50
1525-1532	(08)	TDH-4507	

KIRK (Kirk and Bonaparte Aves.)
Lines: 3, 6, 8, 10, 11, 13, 22, 36, 70 and 86.

Coach Nos.	Qty.	Model	Lines Used On
1034-1038	(05)	TDH-4008	70
1096-1134	(39)	TD-4506	
1207-1212	(06)	TD-4506	
1451-1464	(14)	TDH-4507	3, 6, 11,
1466	(01)	TDH-4507	22, 36, 86
1600-1601	(02)	TDH-4509	
1603-1605	(03)	TDH-4509	
1900-1949	(50)	TDH-5105	8, 10, 13,
1950-1977	(28)	TDH-5303	22, 36,
2113-2117	(05)	TDH-5304	86
2504	(01)	C-44	
2513	(01)	C-44	
2515-2516	(02)	C-44	
2521	(01)	C-44	
2524	(01)	C-44	
2527-2528	(02)	C-44	
2537-2538	(02)	C-44	3, 6, 11,
2543-2544	(02)	C-44	22, 36,
2546-2547	(02)	C-44	86
2549-2550	(02)	C-44	
2554	(01)	C-44	
2557-2558	(02)	C-44	
2564	(01)	C-44	
2568-2569	(02)	C-44	
2572	(01)	C-44	
Total	(177)		

RETREAT ST. (Retreat St., between Woodbrook Ave and Francis St.)
Lines: 1, 5, 7, 19, 21, 28-37, 35, 47, 51, 58 and 86.

Coach Nos.	Qty.	Model	Lines Used On
900-902	(03)	TD-3609	35, 47,
903-905	(03)	TDH-3610	58
1161-1169	(09)	TD-4506	
1202-1206	(05)	TD-4506	1, 5, 7,
1520-1524	(05)	TDH-4507	28-37,
1548-1586	(39)	TDH-4507	51, 86
1588-1599	(12)	TDH-4507	
1895-1899	(05)	TDH-5105	
1992-1996	(05)	TDH-5303	5, 19,
2051-2075	(25)	TDH-5303	21, 86
2108-2112	(05)	TDH-5304	
Total	(130)		

Coach Nos.	Qty.	Model	Lines Used On
1848-1881	(34)	TDH-5105	
2028-2050	(23)	TDH-5303	15, 19,
2118-2119	(02)	TDH-5304	44
Total	(81)		

BALTIMORE SURVEY-BALTIMORE TRANSIT COMPANY--COACH ASSIGNMENT (CONTINUED)

NOTES:

Additional information on Bases: The Eastern Base was once an adjunct yard to the carbarn at Lombard and Haven; the Kirk Base was built new in the late 1940's; the Retreat St. Base was once a carbarn, with transfer table--it was completely rebuilt about 1948 to trackless trolley (trolley coach) base--converted to bus operation in late 1950's; the Harford Base was once the Montebello Carbarn--it is now the only enclosed bus base--all others are open yards, except for maintenance, washing and fueling, etc.
All bases have a truck, with dual tires and utility body, assigned for repairing and towing disabled buses. Assorted other trucks may be found at the various bases, although most of the other maintenance trucks are at the Carrell Park Shops, including "Big Bill", the heavy-duty tow truck.
The Bush St. Base is part of the complex which also includes the Carrell Park Shops. Carrell Park has been the main BTCo shops for many a year; originally it was all-rail; with the coming of the bus and trolley coach, it served all three modes. Now, however, the shops are all-bus. All new buses, up through the various eras, have been processed through Carrell Park Shops--up to the newest buses. The shops have a rail spur, although it is not used now, as new buses are driven-in from the factory. Bush St. Base buses are, although the base itself is primarily an open-air location, sometimes stored in unused shop buildings. This same comples is also the site of the BTCo main offices, using the address of 1515 Washington Blvd. Also at the site of the complex is the BTCo radio equipment. Here, also, are based the Supervisors and their fleet of Chevrolet autos.

SUBURBAN OPERATORS:

The METROPOLITAN TRANSIT AUTHORITY OF MARYLAND is a regulatory agency for transit systems in Baltimore City (an independent city), Baltimore County (which surrounds Baltimore City on west, north and east), Ann Arundel County (which touches Baltimore City on the South). Some service is also regulated in Harford County, which adjoins Baltimore County to the northeast, although the HARFORD CO. is not an MTA regulatee.

The companies below are operating under MTA permits. Information was obtained from the following sources: MTA--Metropolitan Transit Authority; MTD--Mass Transportation Directory, 1959-60 Edition; PB--Phone Book, June 1965 Edition; and from personal observation

BALTIMORE & ANNAPOLIS RAILROAD COMPANY

MTD - Suburban and intercity serving Baltimore, Glen Burnie, Harundale and Annapolis, Md., and airport service to Friendship International Airport. Buses - 53
MTA - Ann Arundel County to downtown Baltimore. 55 buses.
PB - Regular service (from Baltimore) to Blen Burnie, Friendship Airport, Fort Meade, Annapolis, Edgewood, Riviera Beach and Harundale Mall.

Roster: The following roster was made from personal observation:

Series	Model	Quantity	Comments
500	TDH-4507		
600	TDH-4509		
700	TDH-45		
800	TDH-4509		
900	PD-4104		Air-conditioned
1000	PD-4104		Ex D. C. TRANSIT SYSTEM, airconditioned
1100	PD-4103		
1201-1203	TDM-5108/363-365	3	Built in 1958. Said to be only ones of this model to have all three options, airconditioning, silver sides

BALTIMORE SURVEY--BALTIMORE & ANNAPOLIS RAILROAD COMPANY (CONTINUED):

Series	Model	Quantity	Comments
1201-1203	(Continued)		and underfloor baggage compartments.
1400	SDM-5301	8	Airconditioned.
1500	PD-4106		Airconditioned.
1600	SDM-5302		Built in 1964, airconditioned.
1700	PD-4106		Built in 1964, airconditioned.

For those series in which no quantity is listed, there seems to be about five coaches in each group--this is just a rough estimate.

McMAHON TRANSPORTATION COMPANY

MTD - Intercity serving Baltimore to Belair. Buses, 49.
MTA - 29 buses. Baltimore and Harford Counties north of Baltimore City, to downtown Baltimore.
PB - Stresses charter service, but mentions service from Baltimore to Belair and Darlington.

This company actually serves a number of communities north and northwest of Baltimore City. The difference in numbers of buses is probably accounted for in that McMTC operates a large number of school buses that are not under MTA control.

No response was received from McMTC, however, the following are types to be found on their roster: The 200 series consists of various "slope-back" GM PD's (37's?); the 400 series consists of PD-4103's and 4104's, with numbers mixed; the 500 series consists of 501-515, TDM-4509's, and 516-520, which are GM TDM and TDH buses, which (unless they have been switched between observations) have been rebuilt to eliminate the standee windows. Don't recall the number series of the school buses, but they may be in the 300's

ROSEDALE PASSENGER LINES, INC.

MTD - Suburban serving Rosedale, Chesace Park, Rossville, Wilson Point, Bengies and Oliver Beach. Buses, 55.
MTA - 17 buses. Baltimore County, east of Baltimore City to downtown Baltimore.
PB - Lists same as MTD, with addition of Shady Spring, Victory Villa, Martin Plants (the Glen L. Martin aircraft plant.)

Buses are numbered from single digits to the high 90's. From observation, it was noted that school and transit bus numbers are mixed. Transit buses are mainly one and two door T-D/G-H/M-32 and 36's, plus at least one GM PD "Slope Back" inter-city coach.

DUNDALK BUS LINE, INC.

MTD - Suburban service. 10 buses.
MTA - 11 buses. Dundalk-Sparrows Point area of Baltimore County.

The following roster is from observation: 1-2, GM TDH-4517's; 3-4, GM TDH-4519's; 5-11, GM TDH-4509's; 12, GM TDH-4519.

LAKE SHORE BUS COMPANY (Now part of B&ARC)

MTD - Suburban serving Baltimore, Brooklyn, Glen Burnie, Gibson Island, Md. Buses, 10.
MTA - 9 buses (owned by B&ARC). Parts of Ann Arundel County to downtown Baltimore.

From observation, all buses are presently B&ARC 1410 series SDM-5301's. Have not seen TDH-4507's here, lately.

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BALTIMORE SURVEY (CONTINUED):

SUBURBAN TRANSIT
MTD - Not listed.
MTA - 5 buses. Serves relatively small area just north of Baltimore City.

This operation has not been observed, although it is believed that school type buses are used.

RUXTON BUS COMPANY
MTD - Not listed
MTA - 2 buses. Serves Mt. Washington, Ruston, Riderwood, Towson (area immediately north of Baltimore City.)
One bus has been spotted; a school-type bus, painted green; have no idea what the other is.

WOODSTOCK BUS LINE

MTD - Suburban, serving Baltimore and Woodstock, Md. Buses, 3.
MTA - 2 buses. Western Baltimore County.
WBL has two ancient, but excellently maintained buses; one is a Yellow Coach parlor-type, the other is of an unknown make.

DULANEY VALLEY APARTMENTS
MTA - 1 bus. Operated by DVA apartments for its tenants.

M & M BUS LINES
MTA - 1 bus. Essex area of Baltimore County.

OLD COURT TRANSIT, INC.
MTA - 1 bus. Serves portion of Baltimore County, north of Baltimore City limits.

Notes: All of the larger companies listed above offer charter service, including out-of-state service on their ICC permits, except for BTCo, who is restricted to Maryland service, because it has no ICC permit.

The following pay license fees to MTA:

BALTIMORE SIGHTSEEING TOURS - Nothing is known about this company.
BALTIMORE MOTOR COACH COMPANY - Listed in MTD as a charter and sightseeing service - 40 buses (see roster, below).
AIRLINE LIMEUSINE, INC. - Listed in MTD as serving Friendship Airport and downtown Baltimore. Controls DUNDALK BUS LINES, INC., Dundalk. From observations, ALI operates taxis and "stretch-out" autos between downtown hotels and the airport. Haven't seen the Flxible intercity-type bus for years.

Other companies in the area, but not connected with MTA are:

HARFORD MOTOR COACH
MTD - 14 buses. Operates about 8 GM PD-3702's, ex INTER CITY TRANSP. CO. (of N.J.) also Flxible Hi-levels, and ACF-Brill IC-41's and C-44's (ex PHILADELPHIA TRANSPORTATION COMPANY-?) all in the 100 series.

MONUMENTAL MOTOR TOURS, INC.
Charter service and regular service to Atlantic City, N. J. Operates a fleet estimated at at least 20 GM PD-4106's, none older. Also operates a fleet of modern school buses. 4106's are numbered between 150 and 199; school buses are numbered in the 200 series. This company, overall, has the most modern fleet in the area.

BALTIMORE SURVEY (CONTINUED):

SHAFFER BUS SERVICE
Baltimore to Westminister (northwest of Baltimore). Operates at least one White WBSG-33 (slope back); at least one Flxible Hi-Level; at least one ACF-Brill IC-41; several GM TDM-4008 (Ex PUBLIC SERVICE COORDINATED TRANSPORT--?). Also operated school buses.

* * * * * *

THE BALTIMORE MOTOR COACH COMPANY Equipment roster as of July 1, 1964.

Coach No.	Builder	Model/Serial Number	Seats	Year Built
6	Beck/White	WBIG/29	33	1952
136	Aerocoach	P37/364	37	1945
141	Aerocoach	37-3MH/2596	41	1951
178	Aerocoach	P-371/2210	37	1948
241	Yellow Coach	PDG-4101/209	41	1941
250	G. M. Coach	PD-3751/184	41	1947
254	G. M. Coach	PD-3751/1032	41	1948
256	G. M. Coach	PD-3751/1274	41	1948
257	G. M. Coach	PD-3751/450	41	1947
259	Yellow Coach	PDG-4101/176	41	1941
260	G. M. Coach	PD-3751/141	41	1948
261	G. M. Coach	PD-3751/967	41	1948
262	G. M. Coach	PD-3751/1151	41	1948
264	G. M. Coach	PD-3751/494	41	1947
266	G. M. Coach	PD-3751/819	41	1948
290	G. M. Coach	PDA-4101/144	45	1949
301	G. M. Coach	PD-4104/1356	41	1954
306	G. M. Coach	PD-4104/777	41	1954
308	G. M. Coach	PD-4104/779	41	1954
310	G. M. Coach	PD-4104/1478	45	1955
311	G. M. Coach	PD-4104/1542	41	1955
312	G. M. Coach	PD-4104/1543	41	1955
336	G. M. Coach	PD-4104/2877	38	1957
338	G. M. Coach	PD-4104/2904	38	1957
339	G. M. Coach	PD-4104/2905	38	1957
400	G. M. Coach	PD-4104/1655	41	1956
401	G. M. Coach	PD-4104/1658	41	1956
402	G. M. Coach	PD-4104/1659	41	1956
403	G. M. Coach	PD-4104/1652	45	1956
404	G. M. Coach	PD-4104/1337	45	1956
562	G. M. Coach	PD-4104/1661	38	1956
565	G. M. Coach	PD-4104/1664	38	1956
566	G. M. Coach	PD-4104/1665	38	1956
568	G. M. Coach	PD-4104/1667	38	1956
600	Beck	1049	43	1955

(Ed. Note: Harry's notes reported BMC coach No. 259 as being a 1948 G. M. Coach, however, judging by the model and serial number, we concluded that it is a 1941 Yellow Coach, instead.)

Harry requests that anyone with additions or corrections to the above data contact him, and so inform him. Communications may be sent to the editorial address, or to Harry, at 1804 North Mount Street, Baltimore, Maryland 21217.

CALIFORNIA CAPITULATIONS

BY WARREN F. QUON

WESTERN GREYHOUND LINES (WGL): Just having arrived from the G. M. Coach plant in Pontiac, Michigan, are 60 New Look transit coaches for use in the "San Francisco Bay Area Commute Region". Their serial numbers are TDM-5303/004-063; vehicle numbers are 9600-9659. WGL has been given permission by the California Public Utilities Commission to raise its rates, effective August 27th. One-way commute fares, excluding the SFBACR's CONTRA COSTA DIVISION, will be increased 11%; Contra Costa fares will experience a 20% hike. Intrastate intercity one-way fares will be increased 5%.

In intrastate, intercity news, July 21st saw many schedule revisions and certain added trips. One round-trip was added to the LOS ANGELES-SAN FRANCISCO VIA COAST HIGHWAY route, and one morning trip on the SAN FRANCISCO-VALLEJO service. Three daily round trips were added on the TRAVIS AIR FORCE BASE-SAN FRANCISCO INTERNATIONAL AIRPORT route, and one trip in each direction daily is now routed through San Jose and Gilroy, thence to Fresno and the regular SOUTHERN ROUTE to Albuquerque and Dallas. Previously, all trips were routed between San Francisco and Fresno via Oakland and Modesto. One COAST HIGHWAY trip in each direction, between San Francisco and Los Angeles is routed via Glendale and then through the San Fernando Valley, instead of being routed via Hollywood. On July 30th, a new line was established, TRAVIS AIR FORCE BASE-OAKLAND ARMY TERMINAL-OAKLAND INTERNATIONAL AIRPORT. Service consists of three daily round trips.

Additional MCI MC-5 Challengers were recently put into service on WGL lines. The latest additions are numbered 2490-2499 and 2800-2821.

SAN DIEGO TRANSIT SYSTEM (SDTS): Governor Brown has signed the San Diego County Transit District Bill, which will enable San Diego Metropolitan area voters to form a public district which could buy and operate SDTS. Voters would be divided into three sections, with San Diego as one section, National City, Chula Vista, Imperial Beach and Coronado as the Second, and El Cajon, La Mesa and the unincorporated areas of the county as the third. San Diego voters, and voters in one of the other two areas would have to cast affirmative ballots in order for the District to be formed. The voters in one of the two out-lying sections could reject the plan, and thus keep their area out of the District.

The Metropolitan Area Transit Planning Committee has stated that the public will have to be sold on the importance of strengthening current bus operations, and planning for future transit needs, including development of a rapid transit system. A vote to decide the issue has been tentatively set set for the June, 1966 state primary election.

Hearings on STDS's application to raise student and child fares were concluded on July 28th. Both company and PUC exhibits indicate continued heavy financial losses, even if the increase is granted.

On August 1st, SDTS eliminated night service on many of its lines. These changes were the first to take effect after consultation with city officials. Routes affected include:

Line 2--30th STREET: Weekday and Sunday trips leaving Harbor & Broadway at 11:25PM and 1:25PM, and 30th & Adams at 12:01AM, were dropped providing two-hourly night headway. On Saturday, the 1:25AM trip was eliminated.

Line 3--MISSION HILLS-OCEAN VIEW BLVD.: Weekday and Sunday trips leaving 40th & Ocean View at 1:05PM and 1:21AM; and leaving Arista & Hickory at 10:11PM and 12:11AM; also Saturday schedules leaving 40th St. at 12:11AM and Arista & Hicory at 11:11PM were all eliminated.

CALIFORNIA CAPITULATIONS--SDTS (CONTINUED):

Line 4--LOMITA VILLAGE-PACIFIC BEACH: All service after 7:00PM on the Pacific Beach end of the line was dropped. Former evening service was a shuttle operation, connecting with Line V--LINDA VISTA-CHULA VISTA. On the Lomita Village branch, all service after midnight, amounting to two round trips, was cut out.

Line 5--CLAIRMONT-MARKET STREET: Night service was severly curtailed after 6:00PM; only three round trips are operated, leaving Genessee & Clairmont Blvd. at 5:42PM, 7:38PM and 10:45PM. Northbound trips leave Massachusetts & University at 6:12PM, College Grove Center at 9:38PM and 54th & Streamview at 12:06AM. Formerly, there was an hourly headway through 12:10AM

Line 6--NORTH PARK-POINT LOMA: The three evening trips that operated between 33rd & University and Mission Valley Center were dropped, as were the three between Hillcrest and Mission Valley Center on Line H--LINDA VISTA-MISSION VILLAGE (one coach formerly worked both routes.)

Line 7--UNIVERSITY AVENUE: One inbound afternoon rush-hour trip between 48th & University and downtown was added.

Line 11--KENSINGTON-LOGAN HEIGHTS: Three trips from Kensington, leaving at 10:01PM, 12:01AM and 1:01AM, through downtown to Logan Heights, were eliminated daily, as was one trip from 46th & Logan to Kensington, leaving at 11:07PM.

Line E--EL CAJON: The last two round trips (leaving downtown at 12:36AM and 1:36AM) were dropped (although the 12:36AM trip was retained on Saturday nights.)

Line O--OCEAN BEACH-IMPERIAL BEACH: The last two trips from Ocean Beach, leaving at 11:58PM and 12:58AM, were cut. Of the northbound trips, two were eliminated Sunday through Friday; three were eliminated on Saturday. Northbound trips now leave Imperial Beach at 8:02PM, 9:23 PM, 10:58PM (from Chula Vista) and 12:23AM.

Line R--LA JOLLA: Two evening round trips (the ones leaving La Jolla at 11:55PM and 1:50AM, and the Plaza at 11:10PM and 1:10AM) were dropped, as were two outbound morning-rush trips.

Information on the proposed elimination of ten routes (TB-6/65) was based on erroneous newspaper information, we now take this opportunity to correct this misinformation. The fact is that service on ten lines is to be reduced quite drastically. The lines will not be eliminated altogether.

HIGHLAND-PATTON BUS LINES (H-PBL): A new, slanted window, Crown Coach, painted yellow and white, with silversiding, was recently acquired by H-PBL. Numbered 202, the coach is designed for charter service.

ORANGE BELT STAGES (OBS): OBS recently purchased two more General Motors PD-4106 parlor coaches. Coach No. 132 is PD-4106/3148; 134 is PD-4106/3149. As far as we know (at this point) the last coach OBS acquired was No. 128. In view of OBS's numbering scheme (even numbers assigned as acquired), there should have been a No. 130. TB staff is now in the process of checking on the 130.

GARDENA MUNICIPAL BUS LINES (GMBL): On July 1st, GMBL increased their basic fare to 25¢ from 20¢, by combining the first fare zone (city limits) and the second. All other zone fares remain as before.

SANTA MONICA MUNICIPAL BUS LINES (SMMBL): Five SMMBL coaches, Nos. 118 (TDH-3714/279), 121 (TDH-3714/282), and 4501-4503 (TDH-4512/877-879) have been sold to OGDEN BUS LINES, of Ogden, Utah. OBL had purchased SMMBL

CALIFORNIA CAPITULATIONS--SMMBL (CONTINUED):

Nos. 4504-4505 (TDH-4512/880-881) in Feburary of 1964. Additional coaches, Nos. 4506-4508 (TDH-4512/1006-1008) are also presently available for sale.

TANNER GRAY LINE (TGL): According to UTB member, MIKE CAMPBELL, TGL has been purchased by THE GRAY LINE OF WASHINGTON D.C. The TGL order for forty Flxible suburban coaches has been cancelled; the new company plans to purchase G. M. Coach PD-4106's to replace much of the present fleet. Two 4106'S (Nos. 803 and 804), complete with District of Columbia license plates, have been spotted in sightseeing service in L. A. It is unknown (to us) if these coaches will remain in Los Angeles.

LONG BEACH PUBLIC TRANSPORTATION CO. (LBPTCo): On July 18th, LBPTCo instituted a Ride-All-Day 50¢ Sunday and Holiday pass.

The following buses, totaling 35, are now up for sale: 7630-7634 (TD-3609's), 3601-3607, 7605, 7609, 7625 and 7628 (TDH-3610's) 3615-3618 (TDH-3612's) and (presumably) 4566-4580 (TDH-4507's).

PENINSULA TRANSIT LINES (PTL): A report on the successful city/company operation in Palo Alto was recently issued: There has been a 22.29% passenger increase (from 25,000 to 35,000 monthly riders). The city subsidy amounts to $67,000 annually (less than $1.00 per resident). The City of Palo Alto feels that municipal operation would cost $40,000 a year more, because PTL has Yellow Cab and charter service revenue, that the city would not receive.

SAN FRANCISCO MUNICIPAL RAILWAY (SFMRy): Add one more White, model 798, to the list of Whites now in operation on Muni, the 0243.

SFMRy plans to build three more single ended cable cars, to be numbered 528-530. In addition, $60,000 has been budged to improve the Washington-Mason carhouse. The winding machinery has been painted; a visitors gallery is to be erected. A not in service cable car is to be displayed, to permit visitors to see the workings of the cars.

SACRAMENTO TRANSIT AUTHORITY (STA): On July 1st, STA raised its basic fare from 15¢ to 20¢, with the token rate being raised from 4/60¢ to 4/70¢. Student tokens jumped from 20/$2.00 to 20/$2.50.

A $276,610 tax subsidy, to offset added loses, will be needed to balance the STA operating budget.

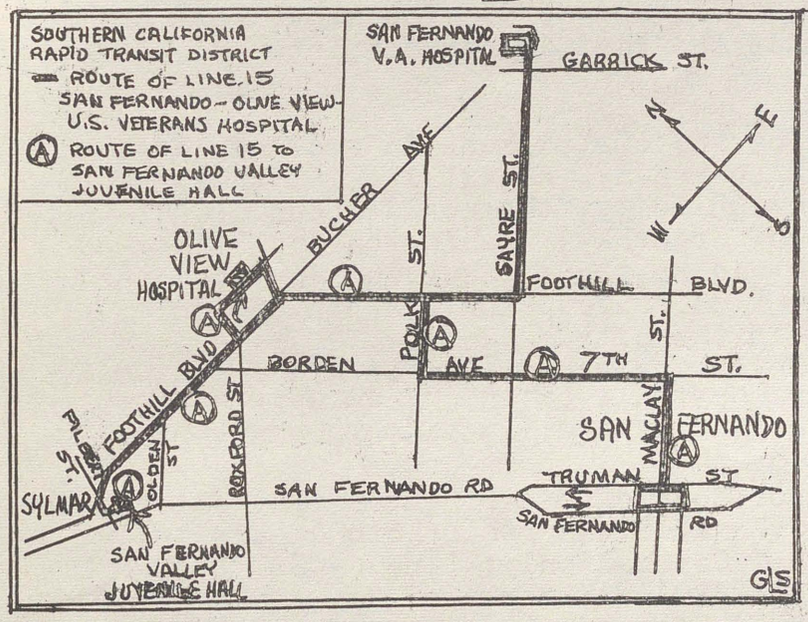
Plans for the formation of a transit district in the City of Sacramento and the Counties of Sacramento, Yolo and Placer are now under consideration.

CONTINENTAL TRAILWAYS (CT): Effective on June 1st, CT abandoned operations on its ANTIOCH-RIO VISTA-SACRAMENTO Line. Service was operated Monday thru Friday, with one round trip per day. Connections were made, to and from San Francisco with WESTERN GREYHOUND LINES SFBACR CONTRA COSTA DIVISION Line U--SAN FRANCISCO-ANTIOCH, at Antioch. Except for the portion of the line between Antioch and Rio Vista, LINCOLN BUS LINES now operates this service, having extended the line from Rio Vista to Stockton (TB-6/65).

SOUTHERN CALIFORNIA SIGHTSEEING COMPANY (SCSC): SCSC, a GREYHOUND CORP. subsidiary, has filed an application with the P.U.C. to permit the firm to engage in charter and sight-seeing service in the Los Angeles Area.

ARNOLD MAGNETICS: This company, a Culver City manufacturing firm, now owns one of the former ATOMIC ENERGY COMMISSION (Richland, Wash.) coaches. It bears serial number TDM-4507/2997, however, no equipment number appears on the coach exterior.

SCRTD RTD REPORT BY DAVID P. LANDES

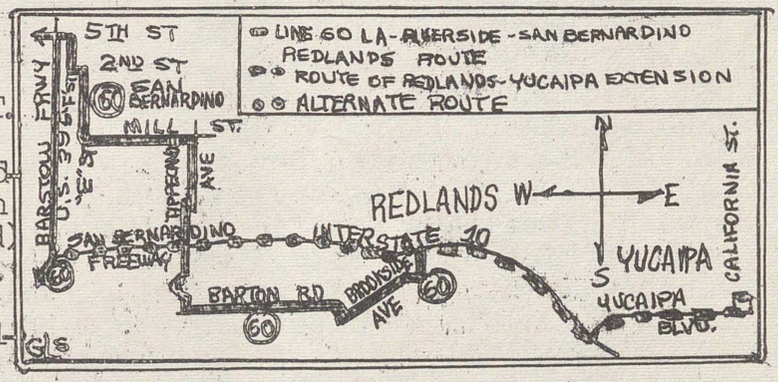


LINE 15 EXTENDED TO SYLMAR:

On July 6th, Line 15--SAN FERNANDO-OLIVE VIEW HOSPITAL-U. S. VETERANS HOSPITAL was extended from Olive View northward along Foothill Blvd. to the San Fernando Valley Juvenile Hall, in Sylmar. Service consists of three round trips Monday thru Friday; two round trips on Sunday, with no Saturday service.

REDLANDS-YUCAIPA EXTENSION:

Beginning on September 12th, Line 60--LOS ANGELES-POMONA-RIVERSIDE-SAN BERNARDINO-REDLANDS will be extended from the presen t Redlands Station terminal to the desert community of Yucaipa, approximately 10 miles to the east. Three round trips will be operated Monday thru Friday, with two round trips on Sundays and Holidays.



LOCAL LINES REROUTINGS:

Effective September 12th, Line 25--WEST NINTH ST.-NORTH FIGUEROA ST. will be rerouted, in the downtown Los Angeles area, to operate on Broadway, between Sunset Blvd. and Eighth (southbound) or Ninth St. (northbound) instead of Spring St., as at present. This change will provide a coordinated service for those riders traveling between Highland Park and downtown Los Angeles.

On August 31st, the Yosemite Drive branch of Line 31--HOLLYWOOD-GLENDALE-PASADENA will be extended from Yosemite and Figueroa, northward along Figueroa to La Loma Rd.

NEW BUS NUMBERS:

Numbers have now been assigned to the new Flxible coaches that SCRTD will receive this fall. The 25 airconditioned suburban coaches will be numbered 5600-5624; while the 100 transit-type coaches will be numbered 6000-6099!

DISTRICT BOARD--POLLARD RESIGNS, KRAUCH APPOINTED:

MARTIN POLLARD, a fifteen year veteran of the LOS ANGELES METROPOLITAN TRANSIT AUTHORITY and the SCRTD recently resigned as an RTD Director, because he felt many chambers of commerce in the San Fernando Valley, and people elsewhere, were dragging their feet on the proposed rapid transit system. Los Angeles Mayor, SAMUEL W. YORTY, has appointed HERBERT H. KRAUCH veteran newspaper man, to succeed Pollard, a City of Los Angeles appointee on the District Board of Directors.

SCRTD REPORT (CONTINUED):

ADDED GREEN AND WHITES:

Add the following LAMTA/SCRTD green and white paint jobs to the previously published list (TB-6/65), which were inadvertantly left out: 2027, 2030, 2395, 2944, 5246, 5506, 6520, 6521, and 6555. The above were omitted due to an oversight; it is hoped that the list is now complete and correct.

SOUTH LOS ANGELES RIOT BUS SERVICE:

The greatest temporary rerouting and curtailment in Los Angeles public transit history was put into effect on Friday, August 13, 1965, as the result of the riots, which were given publicity, the world around. A 50-square mile area (bounded by Alameda, Crenshaw, Washington and El Segundo) was put under "martial law"; there was no transit service in this area. RTD officials ordered the curtailment on Friday "for the protection of passengers, due to riot conditions in the city."

Suspended entirely, were the following routes, as of 8/14: 18--EAST JEFFERSON-COLISEUM, 33--LOS ANGELES-COMPTON-WILMINGTON, 49--MAPLE-SOUTH FIGUEROA, 54--MANCHESTER AVE., 73--VAN NESS AVE., 96--SOUTH NORMANDIE AVE., and 115--COMPTON-IMPERIAL HWY.

Service was suspended on the portions of other routes that entered the riot areas: Line 2--BROOKLYN & HOOPER AVES.--north of 6th & Main, only; 3--WEST SIXTH-CENTRAL AVE.-west of 6th & Central only; Line 6--SOUTH VERMONT-HIGHLAND PARK and 7--EAGLE ROCK-SOUTH BROADWAY-north of Olympic & Broadway only; Line 8--WEST 54th ST.-NORTH MAIN ST. operated between Lincoln Park and Olympic & Main, also between Forest & La Brea and Division 4/5 (54th & Arlington); Line 9--WEST JEFFERSON-HUNTINGTON PARK-SOUTH GATE-HOLLYDALE--operated between Pico & Grand east and south on the Huntington Park end only; 10--WEST 48th ST.-INGLEWOOD--west of 54th & Crenshaw, only; 29--SAN PEDRO-WEST SEVENTH--north and west of 16th & San Pedro (Div. 2) only; 27--WEST VERNON-SANTA BARBARA-LA CIENEGA--west on 43rd & Liemert, only; 44--BEVERLY-WEST ADAMS--service on Beverly Blvd. and north of Olympic & Hill only; 46--SLAUSON-FLORENCE--no service west of Slauson & Pacific; 50--FLORENCE-SOTO--between Florence & Pacific and Ave. 20 & Pasadena only; Line 84--WESTERN AVE. north of Pico Blvd. only.; on Line 85--CRENSHAW-VINE-LA BREA, service on Crenshaw, south of Pico was periodically eliminated and reinstated; 92--WATTS-SIERRA VISTA operated between 9th & Main and Sierra Vista only; 95--VERNON-VERMONT operated north of Pico & Vermont only.

A few lines were rerouted around the riot area: Line 5--UNION STATION-HAWTHORNE BLVD. was routed via Broadway, Venice, Flower, Washington, Crenshaw and the regular route to Inglewood; Line 51--LOS ANGELES-INTERNATIONAL AIRPORT-REDONDO BEACH was rerouted along the same streets as Line 5, but turned off Crenshaw either at Stocker or at Slauson.

Service on Lines 70--LOS ANGELES-PASADENA VIA OAK KNOLL and 71--LOS ANGELES-PASADENA VIA SHORT LINE was suspended during certain hours, as the rioting spread to Pasadena.

All "Owl Service" on the entire system was suspended, beginning Friday night.

The greater portion of the rioting occurred on the weekend 8/14-15. By Monday, 8/16, except for Lines 3, 29, 49 (on the Maple leg) and 92, service was restored during daylight hours. Line 33 was rerouted onto Alameda; 115 onto El Segindo Blvd. Effective Monday, Owl service was resumed, except in the riot area. As of Wednesday, 8/18, night, but not Owl service was restored to the area. By Thursday, 8/19, all regular routings in all areas were resumed. By Monday, 8/23 Owl service was restored to all areas.

Over the period Friday, 8/13 through Monday 8/16, SCRTD system revenues were down 25.9%; as of the end of the month, total riding was appraised to be down 14% for the entire system, as a whole.