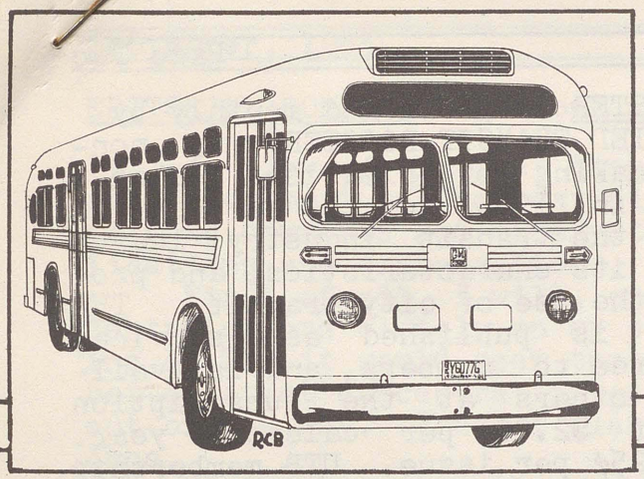


THE BOOSTER

Monthly Publication of The United Transit Boosters

'Dedicated to Better Transit'

Vol. 3, No. 9 September, 1965 Eighteen Pages

MILWAUKEE

From UTB member DOUGLAS TRAXLER comes word that the 63 new TDH-5303's that the MILWAUKEE & SUBURBAN TRANSPORT CORP. ordered from G. M. C. have arrived on the property. They have been numbered 1801-1863; their serial numbers are TDH-5303/3336-3398.

1801-1832 have been assigned to the Fond du Lac Station (division), while 1833-1863 have been assigned to the Kinnickinnic Station. When the fall schedules go into effect, all 20 of the former TRIBORO COACH CORP. buses will also be assigned to the Kinnickinnic Station.

ST. LOUIS

BI-STATE TRANSIT SYSTEM Commissioners have authorized an experimental 30¢ round trip bus fare on the CHEROKEE route, beginning October 1st. (Present one-zone fare is 30¢.) The fare would be good only between 14th St. and Lafayette Ave. (vicinity of several purlic housing projects) and downtown. A patron boarding a bus in the area would pay 30¢ and receive a ticket that would be valid for a return trip, up until midnight on the day of issue. If the fare proves successful in generating short haul traffic, it may be extended to other lines entering the downtown area.

LAFAYETTE

Lousiana: The LAFAYETTE TRANSIT SYSTEM has become a municipal operation, through an arrangement between the owner and the city for a six month lease arrangement. Under the agreement, the city is leasing the system back to LTS. Included in the lease, are 11 buses, shops and shop equipment. The city has the option to buy the system at the end of the six month period, through a vote, or may find another operator for the transit facilities.

NEW YORK

The 33 month coordinated rail-bus experiment to provide transit service between Rockland County and New York City ended, recently, because the project had failed to be self-supporting.

ROCKLAND BUS LINES provided the buses and personnel for the experiment. RBL buses ran from New York City through Nyack, over the Tappan Zee Bridge to the NEW YORK CENTRAL station in Tarrytown, for connections to New York City. Only the peak hour service was patronized, midday schedules sometimes carried no patrons.

LITTLE ROCK

The City of Little Rock has awarded a contract for 42 air-conditioned buses to GMC, for TDH-4519's, to be used on TWIN CITY TRANSIT in Little Rock, Arkansas. The buses will be the first airconditioned units in the city. The new buses are being partially financed by Federal funds made available through the Mass Transportation Act of 1964. The Act is administered by Housing and Home Finance Agency.

CLUB NEWS

meeting notice

MEETING NOTICE: The October, 1965 meeting of the UNITED TRANSIT BOOSTERS will be held on Sunday, October 10th. It will be convened in the 2nd floor meeting hall of the Manufacturers Bank, which is located at 7014 Sunset Blvd., in the Hollywood District of Los Angeles. The building in which the meeting will be held is located on the south east corner of Sunset Blvd. and Sycamore Ave., one block east of La Brea Ave. Access to the meeting hall is obtained from the parking lot at the rear of the building. The meeting will be called to order at 7:30 PM

The meeting location can be reached quite easily from most parts of the L. A. area. From downtown Los Angeles Line 42--SUNSET BLVD. (disemberk at Sunset & orange Dr.), 91--HOLLYWOOD BLVD. (walk from Sunset & La Brea), Hollywood & Orange or and 93--LOS ANGELES-VAN NUYS-PANORAMA CITY-PACOIMA (walk from Sunset & Highland); these coaches can be boarded northbound on Hill St., in downtown. From the southwest side, Lines 85--CRENSHAW-VINE-LA BREA or 89--FAIR FAX AVE. will take you to Sunset & La Brea. From Pasadena, Eagle Rock, Glendale or the Los Feliz District, Line 31--HOLLYWOOD-GLENDALE-PASADENA will take you to Hollywood & 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-VAN NUYS-PANORAMA CITY-PACOIMA 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, a six block walk.

Meetings for the November and December periods will be held at the same same time and place. The dates are: November 14, and December 12, 1964.

Each meeting includes an auction of transit material, plus entertainment, such as color slides.

THE BOOSTER is published monthly by the UNITED TRANSIT BOOSTERS, a non-profit making organization, established in 1963 for the purpose of backing the transit industry, learning, of its characteristics, and promoting the use of city transit. THE BOOSTER is published as a service; it is free to members, and is available to others at the subscription rate of $2.00 per calendar year. Price, 25¢ per issue. UTB membership dues: Regular--$3.00, Equipment Preservation class--$5.00; both on a calendar year basis.

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EDITORIAL COMMENT: Opinions and Declarations of the Editor

In view of the fact that I will not be a member of the TB publication staff for most of the next nine months, I am seizing upon this opportunity to make comments and observations on the subject of transit enthusiast publications and organizations.

First of all, I will, once again, be leaving the staff of TB to concentrate more closely on my school work. Although I'd much rather be working on TB, it would seem that if I ever want to get the 'ole sheepskin, I'd better start concentrating on school to a greater extent, so as to get it out of the way. Present plans call for having this accomplished by next June.

In the interim, the remainder of TB staff will be charged with getting something in the way of a publication out. The preceding comment was not made to degrade the staff (for they are the first to admit that they don't relish having to get TB out on their own), but rather, to give you readers an idea of what (or what not) to expect. Most of you probably realize and will, no doubt agree, that THE most important part of any organization, such as UTB, is its publication--it keeps the members interest, and cements the organization together. Having observed what happened to the OMNIBUS SOCIETY when they ceased publication, I became most concerned with this point. It was for this reason that I attempted to gather a staff; to get them used to getting TB out, in case I should ever have to leave. The point of all of this is simply to warn you readers that during the next nine months, TB may not be up to previous standards, and to state my wish that you bear with us, in the intervening period. On the bright side, if the staff can get certain technical difficulties straightened-out, you should be receiving the usual quality and quantity of news, as I have divorced myself from these functions for the last eight or nine months!

On a slightly different subject, complaint has been received that some readers are unhappy with the phenomenon that two issues seem to come out at one time--and that it would be more desirable to have one issue each month, instead of two issues, every other month. With this feeling, I heartily concur. However, since all work is done on a voluntary basis, no one can legitimately complain. Speaking for myself, I tend to procrastinate. Take the case of the co-issuance of the August and September issues. Delay in completion of the August issue was caused by the month's research time required for the feature article. Although all copy had been typed by the second week in September, the photo pages weren't completed. To add to this, our chief printer, John Pappas, got married, and left on his honey-moon, for two weeks (of all the nerve--haarrummph!) So, in the interim, I decided that I'd better get busy on September. So, now the September issue is all typed-up, and we haven't even printed August, yet. In a few days, there will be a great printing session, in which all of this will get accomplished, and you, dear reader will get August and September together.

Shortly after my editorial on how UTB and TB is California oriented, you may have noticed an increase in non-Calif. items--you should have also noticed that this was not done at the expense of space for Calif. items. We have recently been placed in the (enviable) position of getting much very good eastern material. In the absence of other publications, such as TB, in the east (whose establishment I would encourage) we are filling the void by publishing this most worthy material.

Lastly, I want to welcome my good friend, Richard Kunz to TB staff. His "sends-you-to-the-dictionary" literary style is much admired; his excellent work in OSA's Transit accounts for many features presently found in TB. I had threatened to title his news column "Midwest Mutterings"; I hope that the title selected will be less objectionable. Incidentally, Henry Leinbach is not to blame for the title of his article--my apologies.

--Gerald L. Squier, Editor

TC BY RICARD R. KUNZ

(AUTHORS NOTE: Almost two years ago, when I was editor of the OMNIBUS SOCIETY'S late, lamented Transit, Jerry Squier headed my urgent plea for material and came to the rescue with two very excellent articles. In the intervening twenty-odd months, the vagaries of fate have made him the editor and I am the writer. Now I am submitting articles to him, but "turnabout is fair play", and I am most privileged to return the favor.)

If one looks for symbolism, one can find it very easily. Hence, we'll kick off this series of essays on that strange hybrid call the trolley coach with the observation that it is indeed appropriate that such a group of dissertations begins in this final semester of the year, for it was just fifty-five years ago this September that the infant vehicle took its first halting steps. It is doubly appropriate that the scene of our little drama is in Los Angeles, for that is the home base for this estimable publication.

Now that we have eruditely disposed of the introduction, and quite neatly set the scene for this little opus, suppose we look back on that summer day so long ago...

Big city dwellers have always wanted to get away from it all, to that quiet place in the country where they could relax, far away from the mainstream of urban life, with its ordinariness and crudities. The "Suburbia" of Los Angeles in 1910 was found in a score of tiny communities nestled in the hills; one of these was the quiet, respectable development known simply as Bungalowtown. Clinging to the hilltops of Laurel Canyon, Bungalowtown was the sort of community one could identify with; a place to retire from the cares of the day; an ideal spot to raise one's children. Though not an imposing place by today's standards, the Bungalowtown of 1910 was the Beverly Hills or Oak Park of its day, a place very definitely not in the sun.

Maintaining the pleasant, almost rural atmosphere of Bungalowtown was the responsibility of the Laurel Canyon Utilities Company, whose head was the energetic Charles Spencer Mann. Mann had a lot at stake in this pioneer "planned community", and he was eager to insure that his charges were content in their respectable env ironment. In the halcyon, almost autoless days of 1910, transportation to and from their daily chores was a prime concern of the residents of Mann's community, and the Utilities Company was equal to the task. Several crude gasoline-powered "jitney's" ferried residents to and from the LOS ANGELES-PACIFIC CO. Laurel Canyon Station, which was located at the canyon's mouth. There the big green LA-P cars could be boarded for a fast ride to downtown Los Angeles.

The efforts of Henry Ford norwithstanding, the internal combustion engine of 1910 had not reached the peaks of perfection and precision that it enjoys today. The early "horseless carriages" of the Laurel Canyon Utilities Company were balky at best, and many a train connection was missed. Bungalowtown residents were understandably miffed at the unreliability of their only link to civilization, and the frequent necessity forhikes over the mile and a half separating the LA-P station from their homes did little to improve their collective dispositions.

Mann too was miffed. In order to attract customers for his Bungalow-

"TC" (CONTINUED):

town homes, he'd been obliged to offer the lure of good transportation, and the frequent breakdowns of his crude jitney service were giving the lie to his claims. He'd contacted the LOS ANGELES-PACIFIC CO. with proposals to extend their service to Bungalowtown, but the construction difficulties posed by hilly terrain and the obvious uncertainties of traffic potential hardly justified the necessary LA-P extension. In desperation, Mann embarked on a program of combing the available literature on transportation developments past present and future, in the vain hope of finding a solution to the problem that was plaguing him personally and threatening the success of his venture.

While idly thumbing through an article on Switzerland in an illustrated magazine, his eyes suddenly stopped on a picture of a "trackless trolley car" used on a line somewhere near Zurich. Trembling with the fervor of inspiration, Mann raced out of his office, hopped aboard the jitney and ordered the operator to lose no time in getting to the LA-P station. A short time later, he was at the shop of a Los Angeles mechanic friend, who was greated with a terse "Make me one of those", punctuated by the thrust of the photograph into his field of vision.

For some time, the mechanic labored on Mann's crude buses, first on one and then the other, removing the sputtering gasoline engine, and installing a pair of 15 horsepower motors. On the roof sprouted two wooden poles, on which were installed underrunning shoes to contact the overhead wires. Out in the canyon, a group of LA-P and Laurel Canyon Utilities Company linemen were installing the twin overhead wires that would give power to the new trackless trolleys. One wire ran from a direct connection with LA-P's overhead at the Laurel Canyon railhead; the other to a tap on the running rails of the electric line. Since the roadway was just twenty-five feet wide, a single pair of wires was all that was strung; Man was frugal, and service requirements on the line called for a maximum of two coaches. An arrangement was made whereby the operator of the downward-bound car would remove his contactors from the wires when the upward-bound coach approached.

In the classic manner, at last all was in readiness, and tests having been satisfactorily completed, the gala inaugural was set for September 11, 1910. Mann was understandably anxious as he awaited reaction from his tenants.

-- TO BE CONTINUED --

M I D W E S T M E M O --By Richard R. Kunz

The CHICAGO TRANSIT AUTHORITY has ordered, for 1966 delivery, 150 new 42-seat New Look Flxible transit coaches. It is expected that all TD-4502's, 4505's and 4506's will be retired with the arrival of the new coaches.

CTA will further expand its 15¢ railroad shuttle service on Monday, 9/13. All inbound coaches on Line 56-MILWAUKEE and 131--WASHINGTON EXPRESS will be part of the 15¢ service from their present loading point on Washington at the C&NW Station. This has been done to relieve crowding at the special bus lane on Canal St., just to the north, where a number of lines begin their runs. Effective 9/13, then, a 15¢ fare to the Michigan Blvd. termini of the two lines will be in effect for commuters boarding at the C&NW depot only. No comparable outbound fare will apply, as sufficient service is available westbound on Randolph to the C & NW depot.

Lone-Star Listings

BY HENRY J. LEINBACH, JR.

The following rosters of SAN ANTONIO TRANSIT SYSTEM and RAPID TRANSIT LINES, INC., (Houston) are provided by correspondent HENRY J. LEINBACH, JR. of El Paso. Both rosters (except for serial numbers which were inserted by the editor) are official information, and were obtained on October 26, 1964.

SAN ANTONIO TRANSIT SYSTEM: Became a municipal operation about 1960.

Coach Numbers	Builder	Year Built	Seats	Model/Serial Numbers	Notes
101-150	Southern		45(?)		
201-230	Flxible/Twin		45(?)	FLP-35	
301	ACF-Brill	1947	36	C-36/405	Last of 1st A/C buses, being disposed of.
302-350	ACF-Brill	1947	36	C-36/549-597	
601-625	G. M. Coach	1960	45	TDH-4517/556-580	
626-635	G. M. Coach	1960	45	TDH-4517/650-659	
636-645	G. M. Coach	1961	45	TDH-4517/1145-1154	
646-675	G. M. Coach	1961	45	TDH-4517/1461-1490	
676-705	G. M. Coach	1963	45	TDH-4519/006-035	
706-715	G. M. Coach	1964	45	TDH-4519/357-366	
801-861	Twin Coach	1948	44	44-S/350-410	
862-876	Twin Coach		45	45-S	
1001	Twin Coach	1948	41	41-S	A/C probably charter.
1002	White			798	"Parti-Cruiser" roof is cut-off.

RAPID TRANSIT LINES, INC.: Sucessor to HOUSTON TRANSIT CO.

1-100	G. M. Coach	1961		TDH-5301/2652-2751	Airconditioned
101-150	G. M. Coach	1961		TDH-5301/2921-2970	"
151-214	G. M. Coach		45	TDH-4517	"
215-235	G. M. Coach	1962		TDH-5301/3374-3394	"
236-242	G. M. Coach	1962	45	TDH-4517	"
401-445	G. M. Coach	1964		TDH-5303	"
451-465	G. M. Coach	1964		SDM-4502	A/C; special "Gold" color scheme
505-587	White		40	788 (mechanical)	505, 534, 556, 559, 560, 562, 573, 575-577, 579-581, 584, 587 (15 only)
636	Twin Coach		34	34-S	
672-643	Twin Coach		38	38-S	672, 674, 677, 710, 711, 715, 717, 732, 733, 737, 738, 742, 743 (13 only)
751-778	White		44	798 (hydrotorque)	751, 753, 755, 760, 762, 766, 769, 772, 776, 778 (10 only).
1001-1025	G. M. Coach	1948	45	TDH-4507/2795-2819	1023-1024 (two only)
1026-1075	G. M. Coach		45	TDH-4509/1656-1705	1035, 1037, 1042, 1050, 1056-1059, 1061, 1069, 1073-1075 (13 only)

Note: the following coaches were sold to D. C. TRANSIT SYSTEM, Nov., 1961

1201-1230	G. M. Coach	1956	51	TDH-5105/1779-1808	DCTS 5325-5354
1231-1250	G. M. Coach	1958	51	TDH-5105/3375-3394	DCTS 5355-5374

PUBLIC SERVICE COORDINATED TRANSPORT

BY KENNETH KAU

Below is a roster of all motor coach equipment acquired by PUBLIC SERVICE COORDINATED TRANSPORT between 1947 and the present.

PSCT is a transportation operating subsidiary of the PUBLIC SERVICE ELECTRIC AND GAS CO., which provides gas and electric power to the entire state of New Jersey. PSCT is undoubtedly the largest bus operator in the state (excluding the large intercity carriers, e.g., GREYHOUND or TRAILWAYS.) The company operates local, suburban, interurban and intercity routes within New Jersey, and also operates interstate into Philadelphia and New York City. Prior to about 1953, PS operated under two different names, PSCT for the intrastate operations, and PUBLIC SERVICE INTERSTATE TRANSPORTATION CO. which operated the interstate lines. In its time, PSCT has operated everything from 21 passerger gas buses to 40-seat diesels with electric drive, to 41-seat intercity buses to 51-seat suburbans.

The roster starts with 1947, because that was the year that PSCT discarded its old four digit numbering system, and adopted a one letter and three digit number system. In the new system, the letter stood for the year in which the vehicle was purchased or acquired; each year, then, the previously used three digits could be re-used. It should be noted that the letters "I", "O" and "Q" were not used, apparently because of possible confusion between digits "1" and "0"; and "S" because it looks like "5".

Coach Numbers	Builder	Year Built	Seats	Model/Serial Numbers	Misc. Notes
A100-A119	G. M. Coach	1947	32	TDH-3207/167-186	
A120-A125	G. M. Coach	1947	32	TDH-3207/101-106	
A126-A137	G. M. Coach	1947	32	TDH-3207/189-200	
A138-A146	G. M. Coach	1947		TDM-3207/451-459	
A147-A195	G. M. Coach	1947	37	TDM-4008/751-759	
A196-A200	G. M. Coach	1947	40	TDH-4008/891-895	
A201-A205	G. M. Coach	1947	40	TDH-4008/981-985	
A206-A290	G. M. Coach	1947		TDH-4008/896-980	
A300-A355	G. M. Coach	1947	40	TDH-4008/302-357	
A356-A462	G. M. Coach	1947		TDH-4008/195-301	
A500-A579	G. M. Coach	1947		TDM-4008/358-437	
A600-A845	Ford Transit	1947		79-B	
A900-A917	ACF-Brill	1947		C-44/272-289	
B100-B128	G. M. Coach	1948		TDM-3207/747-775	
B129-B148	G. M. Coach	1948	32	TGH-3207/351-370	
B200-B220	G. M. Coach	1948	40	TDH-4008/1385-1405	
B221-B345	G. M. Coach	1948	40	TDH-4008/1412-1536	
B346-B351	G. M. Coach	1948	40	TDH-4008/1406-1411	
B352-B389	G. M. Coach	1948	40	TDH-4008/1346-1383	
B390-B435	G. M. Coach	1948	40	TDH-4008/1300-1345	
B500-B509	G. M. Coach	1948	37	TDM-4008/1232-1241	
B510-B524	G. M. Coach	1948	41	TDM-4008/1242-1256	
B600-B601	G. M. Coach	1948	41	PDA-4101/017-018	
B602-B606	G. M. Coach	1948	41	PDA-4101/027-031	
B607	G. M. Coach	1948	41	PDA-4101/045	
B608-B614	G. M. Coach	1948	41	PDA-4101/125-131	
C100-C137	G. M. Coach	1949	32	TDH-3209/025-062	
C200-C224	G. M. Coach	1949		TDM-3209/001-025	

PUBLIC SERVICE COORDINATED TRANSPORT (CONTINUED):

Coach Numbers	Builder	Year Built	Seats	Model/Serial Numbers	Misc. Notes
C300-C322	G. M. Coach	1949	41	TDH-4509/288-310	These are apparently PSCT's first 45's
C323-C326	G. M. Coach	1949	37	TDH-4509/201-204	
C327-C399	G. M. Coach	1949	43	TDH-4509/205-277	
C500-C561	G. M. Coach	1949	31(?)	TDM-4509/051-112	
C562-C611	G. M. Coach	1949	45	TDM-4509/001-050	
D900	G. M. Coach	1950	43	TDH-4509/699	Experimental all-service vehicle.
E100-E117	G. M. Coach	1951	36	TDH-3612/1273-1290	
E118-E167	G. M. Coach	1951	36	TDH-3612/1223-1272	
E168-E199	G. M. Coach	1951	36	TDH-3612/1291-1322	
E300-E332	G. M. Coach	1951	43	TDH-4509/1888-1920	
E333-E354	G. M. Coach	1951	43	TDH-4509/1981-2002	
E500-E529	G. M. Coach	1951	45	TDM-4509/280-309	
F200-F213	G. M. Coach	1952	34	TDM-3612/052-065	
F214-F241	G. M. Coach	1952	36	TDM-3612/024-051	
F500-F524	G. M. Coach	1952	45	TDM-4509/487-511	
F525-F536	G. M. Coach	1952	42	TDM-4509/357-368	
F537-F546	G. M. Coach	1952	42	TDM-4509/512-521	
F547-F567	G. M. Coach	1952	41	TDM-4509/422-442	"TDM-4509-S"
F568-F573	G. M. Coach	1952	45	TDM-4509/464-469	"TDM-4509-S"
F574-F599	G. M. Coach	1952	45	TDM-4509/378-403	"TDM-4509-S"
F600-F603	G. M. Coach	1952	45	TDM-4509/418-421	"TDM-4509-S"
F604-F617	G. M. Coach	1952	45	TDM-4509/470-483	"TDM-4509-S"
F618-F638	G. M. Coach	1952	45	TDM-4509/443-463	"TDM-4509-S"
F700-F709	G. M. Coach	1952	51	TDM-5107/001-010	First suburban 51's
G300-G345	G. M. Coach	1953	43	TDH-4509/2432-2477	
G346-G362	G. M. Coach	1953	43	TDH-4512/163-179	
G500-G517	G. M. Coach	1953	45	TDM-4509/538-555	
G518-G561	G. M. Coach	1953	45	TDM-4512/001-044	
G562-G579	G. M. Coach	1953	41	TDM-4512/051-068	
G580-G585	G. M. Coach	1953	41	TDM-4512/045-050	
G600-G614	G. M. Coach	1953	41	PD-4104/510-524	
H500-H514	G. M. Coach	1954	45	TDM-4512/082-096	
H515-H539	G. M. Coach	1954	41	TDM-4512/097-121	
H540-H549	G. M. Coach	1954	41	TDM-4512/072-081	
J300-J316	G. M. Coach	1955	43	TDH-4512/998-1004	
J317-J348	G. M. Coach	1955	43	TDH-4512/1032-1063	
J349-J371	G. M. Coach	1955	37	TDH-4512/1064-1086	
J372-J402	G. M. Coach	1955	43	TDH-4512/1087-1117	
J403-J420	G. M. Coach	1955	43	TDH-4512/1148-1165	
J500-J514	G. M. Coach	1955	45	TDM-4512/170-184	
J515-J535	G. M. Coach	1955	45	TDM-4512/190-210	
J536-J563	G. M. Coach	1955	43	TDM-4512/142-169	
J564-J593	G. M. Coach	1955	45	TDM-4515/132-161	
J594-J608	G. M. Coach	1955	45	TDM-4515/188-202	
J609-J628	G. M. Coach	1955	41	TDM-4515/162-181	
J629-J638	G. M. Coach	1955	41	TDM-4515/203-212	
J700-J709	G. M. Coach	1955	51	TDM-5108/046-055	
K300-K424	G. M. Coach	1956	43	TDH-4512/1401-1525	
K500-K524	G. M. Coach	1956	45	TDM-4512/211-235	

PUBLIC SERVICE COORDINATED TRANSPORT (CONTINUED):

Coach Numbers	Builder	Year Built	Seats	Model/Serial Numbers	Misc. Notes
K600-K624	G. M. Coach	1956	41	PD-4104/1866-1890	
K700-K724	G. M. Coach	1956	51	TDM-5106/016-040	First transit 51's
L300-L329	G. M. Coach	1957	51	TDH-5106/990-1019	
L600-L624	G. M. Coach	1957	41	PD-4104/2247-2271	
L625-L648	G. M. Coach	1957	41	PD-4104/2279-2302	
L700-L709	G. M. Coach	1957	49	TDM-5106/069-078	
L710-L737	G. M. Coach	1957	49	TDM-5106/041-068	
L738-L754	G. M. Coach	1957	51	TDM-5108/145-161	
L755-L770	G. M. Coach	1957	51	TDM-5108/171-186	
M300-M329	G. M. Coach	1958	51	TDH-5106/1375-1404	
M500-M521	G. M. Coach	1958	51	TDM-5106/084-105	
M700-M729	G. M. Coach	1958	51	TDM-5108/276-305	
M730-M744	G. M. Coach	1958	51	TDM-5108/261-275	
M745-M767	G. M. Coach	1958	51	TDM-5108/306-328	
M768-M797	G. M. Coach	1958	51	TDM-5108/332-362	
N700-N754	G. M. Coach	1959	51	TDM-5108/397-451	
P300-P429	G. M. Coach	1960	51	TDH-5302/144-273	
P700-P799	G. M. Coach	1960	49	SDM-5301/001-100	
P800-P819	G. M. Coach	1960	49	SDM-5301/200-219	
R300-R354	G. M. Coach	1961	51	TDH-5302/353-407	
R500-R519	G. M. Coach	1961	49	TDM-5302/001-020	
R700-R784	G. M. Coach	1961	49	SDM-5301/377-451	
T300-T349	G. M. Coach	1962	51	TDH-5302/628-677	
T700-T734	G. M. Coach	1962	49	SDM-5301/543-577	
U300-U349	G. M. Coach	1963	51	TDH-5304/129-178	
U500-U549	G. M. Coach	1963	49	TDM-5304/001-050	
U700-U749	G. M. Coach	1963	49	SDM-5302/146-195	
V600-V614	G. M. Coach	1964	41	PD-4106/2524-2538	
V615-V624	G. M. Coach	1964	41	PD-4106/2685-2694	
V700-V799	G. M. Coach	1964	49	SDM-5302/330-429	
W300-W359	G. M. Coach	1965	51	TDH-5304/770-829	
W600-W609	G. M. Coach	1965	41	PD-4106/3121-3130	
W700-W739	G. M. Coach	1965	49	SDM-5302/495-534	
W740-W742	G. M. Coach	1965	49	SDM-5302/655-657	

MISCELLANEOUS 1965 G. M. Coach DELIVERIES --By Kenneth W. Kau

Serials	Coach Numbers	Property
SDM-5302:		
481-487	335-341	DE CAMP BUS LINES
492	54	WERNER BUS CO.
495-534	W700-W739	P. S. C. T.
535-536	342-343	DE CAMP BUS LINES
539-543	264-268	HILL BUS CO.
544-547	430-433	ROCKLAND COACHES
548-550	445-477	ROCKLAND COACHES
551-553	437-439	ROCKLAND COACHES
554-556	69-70, 78	HUFSON BUS TRANSP.
557-561	440-444	ROCKLAND COACHES
562-569	6521-6528	SHORT LINE OF R. I.
572	750	LIBERTY COACHES
574-579	394-399	MANHATTAN COACH
580-582	107-109	SUBURBAN LINES (Pa)
583	318	VALLEY TRANSP.(Conn)
585-590	521-526	HUDSON TRANSIT LINES
591	606	WEST FORDHAM TRANSP.
592-593	98-99	PETER PAN BUS LINES

CALIFORNIA CAPITULATIONS

BY WARREN F. QUON

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT (ACCTD): ACCTD has, for the fourth straight time, again won the Fleet Owner Magazine maintenance award, for its high maintenance standards.

AC Transit altered Alameda area service, through extensions, and improved routing on Lines 63--SOUTH SHORE and 64--SAN JOSE AVE., to connect new residential areas with Alameda's three main business/shopping areas. New commute hour service on a new branch on transbay Line W--SAN FRANCISCO-ENCINAL AVE., dubbed "W-1" to replace former branch "W-G". W-1 coaches will terminate at High & Otis Dr.; and will also serve the new Bayview Estates development. One round trip will be added to regular Line W service, due to increased business, and to better cover the discontinued portion of W-G's parallel route, on Encinal Ave., between Grant and 8th Sts.

New fares were set, in July, for special direct buses between San Francisco and the Memorial Stadium in Berkeley, and the Oakland-Alameda County Coliseum. Fares are 85¢ one-way, and $1.50 round-trip.

ACCTD has introduced a new "Stop-As-You-Please" transfer system. This system allows patrons to stop-over anywhere on the line, but still use his transfer, as long as he is going away from his point of origin, and is within the time limits of the transfer (usually an hour or more). The system allows the passenger to make a short stop for shopping at his favorite store, or attend to business; then to board another bus, at no extra charge, for his destination. With this action, ACT has recognized transferring as the "evil" that it is. Transfers can be made, now, at better locations, and can be used for convenient shopping for that small item. Every other transit operation has restricted transferring severely. Some properties have even imposed transfer charges of up to 5¢ per transfer, which, of course, penalize the passenger for not having a direct line to where ever he is going. ACT hopes to attract passengers through more convenient transferring arrangements.

On September 10th, ACCTD drivers were granted a liberal 10% pay increase by an arbitration board. ACT drivers, who now make $3.01 an hour, have their wages increased to $3.16 an hour, this year, and $3.31 an hour next year, in a new two-year contract. Originally the drivers had demanded a 25¢ an hour increase on a one-year contract; they were offered 21¢ an hour on a two-year contract. The new $3.16 rate places ACT drivers among the top paid on the West Coast, being surpassed only by the SAN FRANCISCO MUNICIPAL RAILWAY at $3.22½ an hour. There is also an increase in the ACT share of group health insurance payments, of from $12.83 to $15.00 a month for each worker. In addition, pension costs will skyrocket from $276,000 to $756,000 annually. ACCTD officials estimate that the contract will cost over two million additional dollars per year. It is probably safe to conclude that AC Transit will meet increased costs by adjusting poorly patronized service, and possibly through a further increase in the tax rate. AC's present service is already supported through local taxation.

This summer, AC Transit issued its third edition of the popular 40-page booklet, "Sunshine Trails". This publication describes scenic tours that can be taken using regular ACT bus service.

GARDENA MUNICIPAL BUS LINES (GMBL): On September 12th, GMBL altered service on Line 1--LOS ANGELES-GARDENA. The previous schedule, which was introduced on December 6, 1964, had provided a cut in base service of from 38 to 40 minutely, and slashed running time by five minutes, so as to reduce coach requirements from four to three. To complicate matters a bit,

CALIFORNIA CAPITULATIONS--GMBL (CONTINUED):

direct connections were established with lines 2 and 3, which were running on the same headway. The schedule became difficult to maintain; there was very little lay-over time. GMBL could have eased matters somewhat by routing all Line 1 buses into Los Angeles over the Harbor Freeway, between 120th & Broadway and downtown, instead of taking the slow Main St. city route, which is restricted to discharge only inbound, and pick-up only outbound, within the restricted area. GMBL drivers frequently used the freeway, when they were late, anyway. GMBL adopted the other solution, by adding a coach, bringing the total back to four buses in the base period, adding four minutes running time, and eliminating some of the connections. Through use of the extra bus, GMBL improved base service (Monday thru Saturday) from 40 to every 35 minutes. The extra coach in base service was offset by reducing rush-hour service from 10 to 15 minutely, and, therefore, reducing peak-hour Line 1 coach requirements from 10 to 8 buses. This means that the peak schedule can be handled by GMBL's two TDH-4517's, Nos. 41-42, and TDH-4512 air-rides, Nos. 34-40, with one spare! This should mean that use of the ex-LAMTA 1940 vintage coaches in regular service, has probably ended; their use will probably be confined to school trippers.

Line 3--GARDENA PARK-GARDENA-COMPTON was adversely affected by the change in the Line 1 headways, as GMBL tends to use the same headway on Lines 1, 2 and 3, to facilitate connections. Line 3 uses only two buses, at most, Monday thru Saturday. The one-way running time from end to end is 40 minutes, with no scheduled lay-over time, but connection time. So, to adjust the line to a 35 minute headway, or part of it, GMBL cut the line in half. It now runs as two separate shuttles, GARDENA PARK-GARDENA, running every 45 minutes, with few scheduled connections, and a five minute lay-over per trip. The GARDENA-COMPTON portion runs every 35 minutes with one-way direct connections with Line 1, and a two minute lay-over per round trip. The shuttle operation is in effect during the base period, Monday through Friday, and all day on Saturday. Line 3 thru service operates only during rush hours, Monday thru Friday, when both buses run through, on headways of up to 42 minutes, with little spot time. Although we do not have a Line 2 schedule, it can be safely assumed (based on past experience) that service was improved to 35 from a 40 minute headway.

SACRAMENTO TRANSIT AUTHORITY (STA): WILLIAM D. BOURNE has been appointed as the new General Manager of the STA, replacing the late GEORGE TROUTWINE. Mr. Troutwine passed-away in August; he had been STA's GM since September, 1955, when the Authority acquired the transit operation from SACRAMENTO CITY LINES. Mr. Troutwine had come to the STA from NATIONAL CITY LINES Chicago office; he had started his career with LOS ANGELES MOTOR COACH CO.

Mr. Bourne is remembered by Southern Californians for having started, with an associate, SOUTHLAND BUS LINES, and a route between Disneyland and Long Beach--this line is now operated by SCRTD as line 124. SBL was acquired by CROSS TOWN SUBURBAN BUS LINES in 1959, at which time Mr. Bourne became CTSBL's Assistant Superintendent. In 1961, LAMTA acquired CTSBL; Mr. Bourne became an Assistant Transportation Engineer with LAMTA, a post he resigned from, in 1962, to become Mr. Troutwine's assistant.

"The STA is nationally recognized for providing one of the best municipal transportation systems" Mr. Bourne said, in a final tribute to Mr. Troutwine, "I hope to continue to follow the administrative practices of the Authority and of George Troutwine."

From 1955, with the take-over of SCL, Mr. Troutwine took the formerly privately owned operation, which had World War II vintage buses, and transformed it into a first-rate operation, with the newest airconditioned G.M. dreamliners, and service expansion. All of this, on a 15¢ fare, with a

CALIFORNIA CAPITULATIONS--STA (CONTINUED):

modest 1¢ transfer charge, to prevent misuse. STA Chairman, E. ROY HIGGINS, said of William Bourne, "We are confident he will make an excellent manager." We too, are confident.

SAN DIEGO TRANSIT SYSTEM (SDTS): SDTS greeted returning students from their summer vacation with a 66-2/3% fare increase, of from 15¢ to 25¢ a ride. The increase is expected to produce an additional $65,000 a year, to offset an expected $277,000 loss, next year.

Due to the passing of the transit district bill in Sacramento, San Diego area voters will decide next June or November (1966), whether or not to take over SDTS and form a new transit district.

UTB member BILL WOOTTON advises that SDTS cut service on September 12th, as follows:

Line F--SPRING VALLEY: The first roundtrip on Saturdays was eliminated. It left Lemon Grove at 5:37AM and returned from downtown at 6:35AM. Line F now runs every 90 minutes, on Saturdays.

Line H--CABRILLO HEIGHTS: On weekdays, the second to the last trip, leaving downtown at 5:43PM and Mission Village at 6:35PM was eliminated, forming an hour gap.

Line J--FLETCHER HILLS-SPRING VALLEY: The shuttle line, which replaced portions of lines E and F, lost its hourly rush-hour service, which used two buses. Now, one bus runs 90 minutely, Monday thru Saturday between 6:00AM and 6:00PM, a far cry from the former 20-25 minute rush hour service to Grossmont Shopping Center, the largest shopping center in that section of town.

Line K--CATALINA BLVD.: On weekdays, the first trip ibound from the Government Reservation, at 6:00AM, and the last round trip, leaving the Plaza at 6:30PM and the Reservation at 6:55PM, were eliminated. Now the last trip leaves the downtown Plaza at 5:50PM and returns at 6:15PM from the Reservation.

Line O--OCEAN BEACH-NATIONAL CITY: Sunday service was reduced from every 40 minutes (80 to Imperial Beach) to hourly (two-hourly to IB). Monday thru Saturday headways remain at half-hourly (hourly on both branches).

Line T--CROWN POINT: First and last round trips were cut-out on weekdays; the morning rush headways were cut to 40 minutes from half-hourly. Afternoon rush headways were cut to 45 from 30 minutely, to reduce peak requirements from three to two buses. On Saturdays, operations consist of hourly shuttles, connecting with Line R to and from downtown. The first connection trip, which left at 5:37AM, was eliminated; the last trip connecting with a line R from downtown at 6:45PM was cancelled.

Line 4--PACIFIC BEACH-IMPERIAL AVE.: Monday through Satruday service was cut from a 40 minute base, with thru service, to two separate shuttle operations. It now runs on the same basis as on Sundays; Pacific Beach to a connection at Linda Vista Rd. & Morena Blvd. and a connection with Line V for downtown; Line V runs half-hourly. The Pacific Beach Shuttle, however, runs hourly, connecting with every-other "V". The other part of Line 4 runs between downtown and the Imperial Ave. end, every 45 minutes, using two buses. SDTS saves one bus (requirements were reduced from four to three) Monday thru Saturday, during the base period. With this change, Line 4 has thru service only during rush hours. The only difference between the weekday base schedule and the Sunday schedule, is that on Sundays, the Pacific Beach shuttle runs every 45 minutes, in order to connect with all "V" line coaches, which operate on that headway.

CALIFORNIA CAPITULATIONS--SDTS (CONTINUED):

Line 5--CLAIREMONT-MARKET ST.: Weekend cuts were made; Saturday service was changed to the former Sunday level. The half-hourly headway (hourly on the branches) was changed to 45 minutely (90 on the branches), giving 90 minute Saturday service to another large shopping center, College Grove Center, which is also served by the SAN DIEGO ECONOMY LINE's bi-hourly service. On Sunday, the former 45 minute service (90 on branches) was cut to hourly (bi-hourly on the branches).

Service in Sdtsland has fallen to a new low.

OXNARD MUNICIPAL TRANSIT SYSTEM (OMTS): The City of Oxnard is seeking Federal funds, under the 1964 Mass Transit Act, to assist in modernizing and extending the municipal system. The fleet presently consists of a mixture of buses ranging from 14-seat Fords, to 27-seat Ford Transit's to 27 and 32-seat Ford and Marmon-Harrington 8MB's. The buses are painted "Used-Chewing-Gum Pink", with a light green belt rail; they are all second-hand and worn-out. City Manager PAUL E. WOLVEN, states "Some of our equipment doesn't meet safety standards!" A $350,000 project is envisioned, covering new buses, new garages and new service to Point Mugu and Cabrillo State Hospital. The system presently carries 30,000 passengers, monthly.

TORRANCE MUNICIPAL BUS LINES (TMBL): On August 2, TMBL inaugurated a temporary detour between 120th & Hoover and El Segundo & Vermont, operating via Hoover, Laconia and El Segundo. The detour will last six to eight months, and was necessitated by street construction.

TANNER GREY LINE (TGL): From UTB member MIKE CAMPBELL, we learn that some of TGL's 100 series big window Crown Coaches, and all three axle model 2AT-779-11 Crowns in the 201 series, are out of service. We understand that the new owners, GREY LINE OF WASHINGTON (D.C.) are planning to dispose of all TGL buses. In The District of Columbia, GLOW uses intercity PD-4104 and PD-4106 G. M. Coaches.

SANTA BARBARA TRANSIT COMPANY (SBTC): The two TDH-3612's that SBTC purchased from LONG BEACH PUBLIC TRANSPORTATION CO. (Nos. 3613 and 3614) have been renumbered 206 and 207. Both retain their two-tone blue LBPTCo paint jobs.

HEMET BUS LINES (HBL): HBL has purchased a new bus. It is No. 7, and is an engine-in-front GMC 4000, with a Blue Bird school bus body. The 7-spot is white, with blue striping.

WESTERN GREYHOUND LINES (WGL): Once again (and to no one's surprise) folders 1-13 were re-issued on September 8th, in brown ink. Most changes constituted the elimination of added summer season schedules. Other changes included an added express trip in the morning on the SAN FRANCISCO-VALLEJO route, and the elimination of one morning trip on the SAN FRANCISCO-LINDA MAR-HALF MOON BAY line. In the Contra Costa Division of the SFBACR, one round trip was added to Line S--OAKLAND BERKELEY-CONCORD; Saturday service to Danville was eliminated. Former schedules called for one round trip between Danville and Oakland--to Oakland in the morning; returning in the evening. The SAN FRANCISCO-RENO VIA FEATHER RIVER route was changed to operate between San Francisco and Oroville via Sacramento, instead of the former routing through Richmond, Vallejo and Woodland. 45 minutes was thus shaved off the running time. One trip is operated in each direction, daily. Ten

CALIFORNIA CAPITULATIONS--WGL (CONTINUED):

daily round trips are now routed through the Imperial County Hospital on the CALEXICO-EL CENTRO LOCAL route, instead of the former three trips.

On the equipment side, 9321, GMC PD-4151/321 has been reassigned to the LONG BEACH-SANTA MONICA local line (TB-5/65). Also, during the summer season, two commute PD-4103's came down from the SFBACR, they were 9332 (PD-4103/284) and 9368 (PD-4103/233), and were assigned to the LB-SM route to act as second sections.

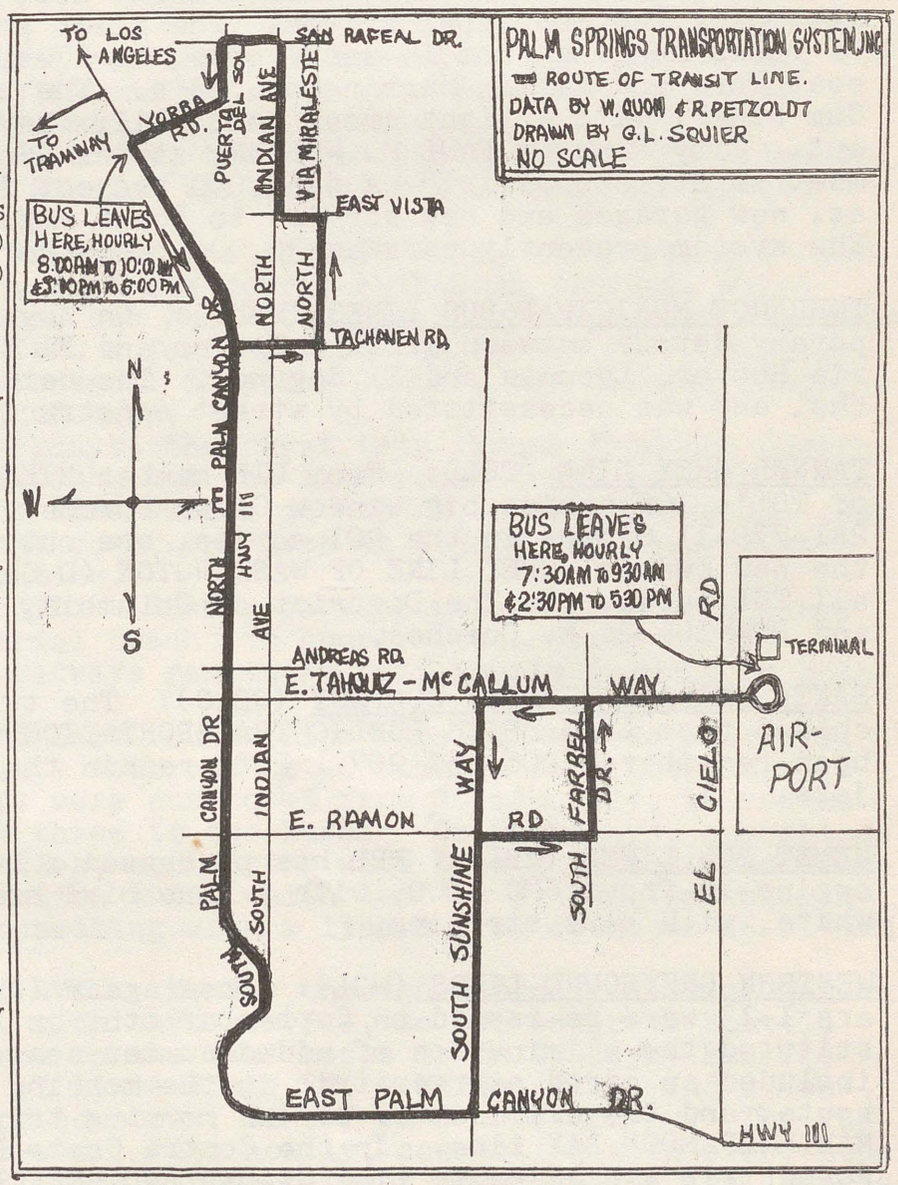
Route of the LOS ANGELES-SAN DIEGO Line was rerouted in the city of San Diego from Pacific Highway and Broadway onto the Crosstown Freeway. Running time is reduced by at least five minutes.

PALM SPRINGS TRANSPORTATION SYSTEM, INC. (PSTSI): PSTSI began transit operations in the City of Palm Springs on Friday, July 16, 1965.

Service is provided only during the "rush hour" periods daily--between 7:30 and 10:30 in the mornings; between 2:30 and 6:30 in the afternoons.

As the reader will recall, Palm Springs city service was formerly provided by VILLAGE BUS LINES, which was controlled by TANNER GRAY LINE of Los Angeles. The last bus that VBS used was a GMC TGH-3101 (TB-6/65). Various plans called for the use of airconditioned TDH-4519's or TDH-3501's. Much to our dismay, though, PSTSI is operating with a seven passenger Ford Econoline! The vehicle is identified by the words "CITY BUS" painted on the front. It does have one redeeming feature, however, it IS airconditioned.

Route miles are approximately doubled, over the old VBS service. VBS served only the area along Palm Canyon Dr., which is still being served by PSTSI. The north loop, and the airport extension are new.

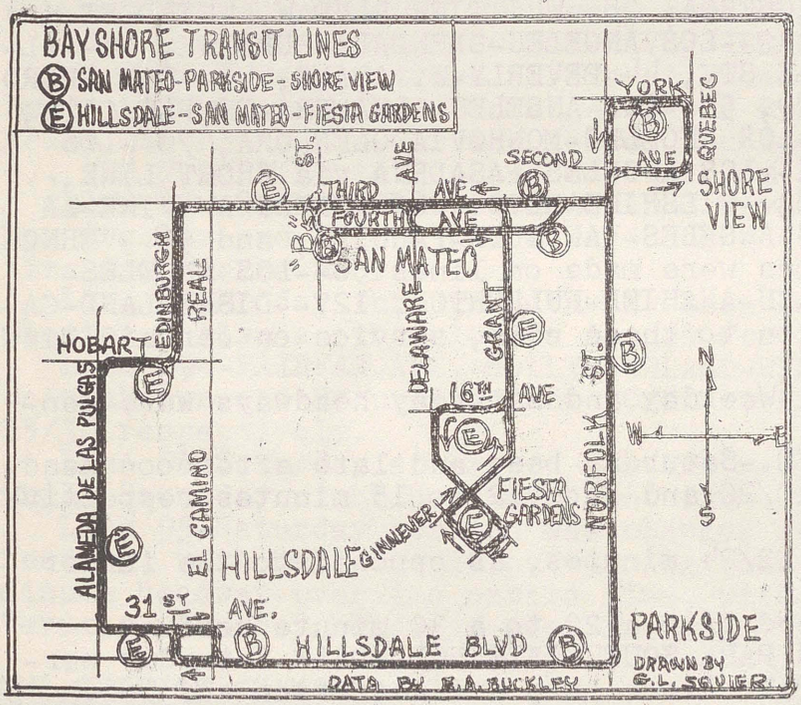


EASTSHORE LINES (ESL): From General Manager WILLIAM S. BILLINGS comes word that ESL recently acquired, from WESTERN GREYHOUND LINES, three model TDM-4509 suburban G.M. Coaches, Nos. 9311-9313 (serial Nos. TDM-4509/326-328). These coaches were the only 4509's on the WGL system, and were generally used on the Marin County Division of the SFBACR. They had been sent to the Bay Area from WGL's Seattle commuter operation, several years ago. These

CALIFORNIA CAPITULATIONS--ESL (CONTINUED):

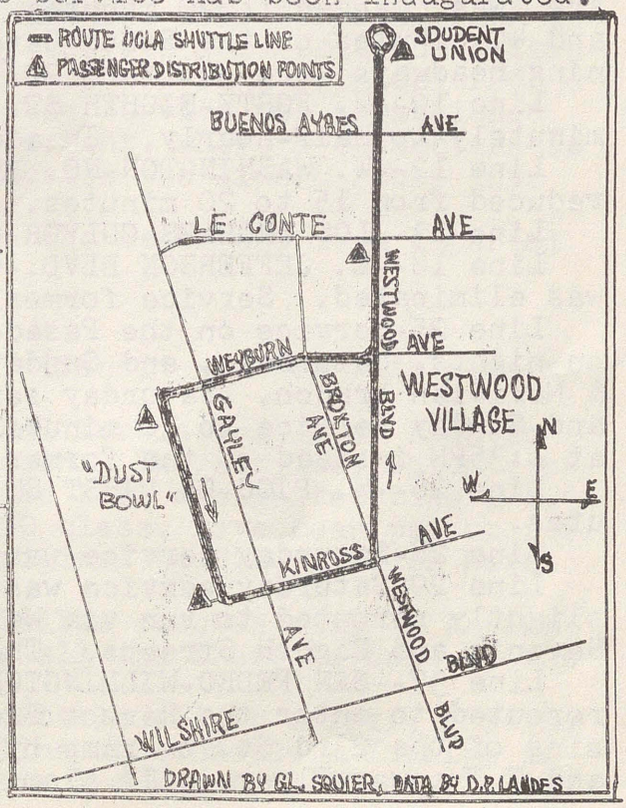
buses are being converted from 41 to 45 seats, and generally reconditioned. The 4509 are to be numbered 411-413. ESL is also to purchase a WGL PD-4104, No. 7152 (PD-4104/933). It is to be renumbered 303 in the ESL system.

BAYSHORE TRANSIT LINES (BTL): BTL General Manager WILLIAM S. BILLINGS informs us that, contrary to previous reports (TB-5/65) BTL acquired only one 54-seat Twin Coach from the SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT, No. 1019 (serial No. 52-S2P/518, which was built on 11/1/51).



Effective September 13, new schedules and routes went into effect. Line A--SAN MATEO-BURLINGAME now an hourly headway, instead of the former 70 minute service. Line B was divided into two parts, now known as Line B--SAN MATEO-PARKSIDE-SHOREVIEW and Line E--HILLSDALE-SAN MATEO-FIESTA GARDENS (see map) Both lines operate on hourly headways, also replacing 70 minute schedules. Service along Norfolk St. and Hillsdale Blvd., on Line B, and routing along Grant St. on Line E is new. Line C--COLLEGE OF SAN MATEO remains on an hourly headway.

UNIVERSITY OF CALIFORNIA (UCLA): On the Westwood Campus of the University of California, a shuttle bus service has been inaugurated. For the purpose, UCLA has leased two 1947 model TDH-4507 G.M. Coaches from the GOLDEN BEAR DIVISION of CHARTER BUS TRANSPORTATION SYSTEM, a Los Angeles area charter operator. The two coaches being presently used beat serial numbers TDH-4507/1371 and TDH-4507/1415, which means that they were formerly SCRTD buses, Nos. 6726 and 6770, respectively.



Coaches operate between the Student Union, in the center of the campus, to a newly paved parking lot (previously referred to as "The Dust Bowl") on the West Medical Campus, approximately one-half mile south of the Student Union. The line is to be extended further, pending street improvements.

Service is operated Monday thru Friday between 7:00AM and 9:00PM. Headway is five minutely in rush hours (7-9 AM and 2-4 PM) and quarter hourly during the remainder of the service period.

UC's Berkeley Campus also operates a shuttle bus system, however UCB's vehicles are University owned.

SCRTD REPORT BY DAVID P. LANDES

SERVICE CUTS MADE AS PATRONAGE DROPS:

In accordance with its announced intention, the District made numerous service reductions on September 13. Rush hour service was reduced on lines 2--BROOKLYN & HOOPER AVES., 5--HAWTHORNE BLVD.-UNION STATION, 7--EAGLE ROCK-SOUTH BROADWAY, 25--W. NINTH-N. FIGUEROA, 28--WHITTIER BLVD-W. THIRD ST., 29--SAN PEDRO ST.-W. SEVENTH ST., 39--LOS ANGELES-GLENDALE-BURBANK, 41--ALVARADO ST., 42--SUNSET BLVD.-TEMPLE ST., 44-BEVERLY-W. ADAMS, 49--SAN PEDRO ST.-SO. FIGUEROA, 50--FLORENCE-SOTO, 52--LOS ANGELES-ALHAMBRA-TEMPLE CITY, 67--LOS ANGELES-SIERRA MADRE, 68--LOS ANGELES-MONROVIA-GLENDORA, 70--LOS ANGELES-PASADENA via OAK KNOLL, 71--LOS ANGELES-PASADENA via SHORT LINE, 75--VENICE BLVD.-ECHO PARK AVE., 83--WILSHIRE BLVD., 85--CRENSHAW-VINE-LA BREA, 91--HOLLYWOOD BLVD., 93--LOS ANGELES-VAN NUYS-PACOIMA, and 95--VERNON & VERMONT AVES. Seasonal reductions were made on lines 58--LOS ANGELES-FULLERTON-SANTA ANA, 124--LONG BEACH-ANAHIEM-FULLERTON, 127--DISNEYLAND-CATALINA DOCK-MARINELAND. In addition to these cuts, service on certain lines as follows:

Line 2--BROOKLYN & HOOPER AVES.-Weekday and Saturday headways were lengthened from 15 to 20 minutes.

Line 3--W. SIXTH ST.-CENTRAL AVE.-Saturday base and late afternoon headways were reduced from 7-8/15 to 10/20 and from 12 to 15 minutes respectively.

Line 5-Saturday headway is now 12/24 minutes, as opposed to the former 10/20.

Line 7-Sunday service was reduced from a 20 to a 30 minute headway.

Line 9--W. JEFFERSON-HUNTINGTON PARK-SOUTH GATE-HOLLYDALE-Saturday service of 15 minutes and 30 beyond Palm Place Loop and Jefferson and Tenth Ave. was changed to 20 minutes between Rodeo and La Cienega and Palm Place and 40 minutes on the South Gate branches beyond Palm Place. Saturday evening headways were cut from 20/40 to 30/60.

Line 10--W. FORTY-EIGHTH ST.-INGLEWOOD-Weekday service was cut from 20 minutely to half-hourly. In addition, Sunday service was discontinued.

Line 12--W. WASHINGTON-NO. BROADWAY-Weekday and Saturday headways were reduced from 15 to 20 minutes.

Line 13--LOS ANGELES-CULVER CITY-EL SEGUNDO-Sunday service was dropped.

Line 18--E. JEFFERSON BLVD.-COLISEUM ST.-Night service after 10:05PM was eliminated. Service formerly ran until 12:40AM.

Line 25-Service on the Pasadena Ave. leg of the line was discontinued on nights, Saturdays, and Sundays, and on nights and Sundays on the Ave. 66 & Meridian branch. Saturday service was cut from 15/30 to 20/40, and night and Sunday service to 30 minutely. The last trip now leaves 8th & Vermont at 8:35PM instead of the former 9:32PM.

Line 26--W. PICO-E. FIRST ST.- Saturday headway was cut from 6 to 7 minutes.

Line 28-Saturday service was sliced from 12 to 15 minutes.

Line 29-Saturday service was cut from 12 to 15 minutely. The line was slightly rerouted to run via Westmoreland, instead of New Hampshire between Seventh and Eighth Streets. The two streets are only two blocks apart.

Line 37--SAN PEDRO-WILMINGTON-LOS ANGELES FREEWAY FLYER-This line was rerouted to enter the Harbor Freeway southbound at 37th St. due to the closing of the 23rd St. on-ramp by the State Division of Highways. Lines 5 and 7 Freeway Flyers will also use this route. An alternate route for Ca-

SCRTD REPORT (CONTINUED):

talina Dock trips has been rerouted to run direct via the Harbor Freeway to Pacific Ave. & Front Sts. in San Pedro, and then via the regular Line 37 route to the center of San Pedro, instead of the former route which left the freeway at Anahiem St., and followed that street, Avalon Blvd., and Wilmington & San Pedro Rd. into San Pedro.

Line 49-This line was rerouted via 23rd St. between Flower and Figueroa Sts. instead of the former route via 21st St.

Line 50-This line was not cut at anytime except during the rush hour. What was of significance was the issuance of schedules for this line. RTD now publishes a schedule for every one of its 110-odd bus lines.

Line 60--LOS ANGELES-POMONA-RIVERSIDE-SAN BERNARDINO-REDLANDS-On the service to Yucaipa, trips arrive at Yucaipa at 6:48AM from Riverside via Route 60F, 9:15AM from Los Angeles via Route G, and at 6:39PM from Los Angeles via Route E. Service leaves Yucaipa at 6:57(Route E), 10:10AM(Route G), and 7:05PM(Route F)—all destined to Los Angeles.

Line 67--LOS ANGELES-SIERRA MADRE-Several former through trips between Los Angeles and Sierra Madre were changed to shuttle trips between San Marino and Sierra Madre.

Line 85-Monday through Saturday base headways were reduced from 15 to 20 minutes. Also a schedule was issued for this line for the first time.

Line 89--FAIRFAX AVE.-HOLLYWOODLAND-WESTERN & FRANKLIN-Headways were cut on weekdays and Saturdays from 10/20 to 12/24 minutes, and from 12/24 to 15/30 respectively.

Line 91-Saturday afternoon service was reduced from 7-8/21 to 10/20, while Saturday night headways went from 15 to 20 minutes.

Line 95-Saturday service was changed so that the former 12/24 minute headway, with half the trips turning back at Monroe & Vermont, became a 15 minute headway over the entire line, with all service going to Hollywood & Vermont. Sunday headways went from 15/30 to 20 minutes over the entire line.

OWL SERVICE CHANGED:

On August 23 owl service on Line 6--SO. VERMONT AVE.-HIGHLAND PARK was cut on the south end. In stead of the former service from Colorado & Townsend through Downtown to 120th & Vermont, service now runs from Colorado & Townsend to Downtown. On the south end, shuttle service was established between 120th & Vermont and Santa Barbara & Vermont, where a connection is made with the line 5 owl service, which duplicates the line 6 route into Downtown.

Also, Line 7 owl service was cut back on the south end from Imperial & Broadway to Manchester & Broadway.

NEWS BRIEFS:

RTD Directors have called for bids on 55 transit coaches with a capacity of 35-36 passengers.

Service to the new home stadium of the California Angels in Anahiem has been authorized for the 1966 baseball season. The service, which consists of off-routings off lines 58 and 124, has been designated Line 178.

Another 25 1947 TDH-4507's, of RTD's 6700 class, have been put up for sale. This makes a total of 50 out of the original 90 6700's which have been put up for sale or sold.

The first group of RTD's newly bought Flxible coaches will be assigned to Division 9(El Monte), thereby exploding all the theories held by the members of the BOOSTER staff.

The new Yucaipa service has gotten a timetable all to itself, and the new service is not mentioned in the regular line 60 schedule. Yucaipa is now the highest point served by RTD, surpassing Tujunga by 1000 feet(2731).

SCRTD REPORT (CONTINUED):

INTERIM COACH ASSIGNMENT:

To supplement data that appears in out annual survey, the following list of the assignment of SCRTD coaches has been provided through the courtesy of Ed Buckley and Lazear Isreal. This data is effective September 12, 1965

DIVISIONS 1 and 11
(6th & Central, L.A.)

2017 - 2030
2131 - 2157
5000 - 5099
5220 - 5250
5521 - 5529

DIVISION 2
(16th & San Pedro, L.A.)

2799 - 2889
5400 - 5427
5940 - 5998
6401 - 6425
6601 - 6617

DIVISIONS 3 and 10
(Ave. 28 & Idell, L.A.)

2169 - 2179
5100 - 5199
5879 - 5939
6643 - 6664

DIVISIONS 4 and 5
(54th & Arlington, L.A.)

2159 - 2167
2790 - 2798
5800 - 5873
6500 - 6599
6618 - 6633
6901 - 6913

DIVISION 6
(Ocean Park)

2101 - 2129
5200 - 5219
5251 - 5254
5428 - 5463

Roster of Equipment
By Model Numbers:

G. M. Coach:
TD-3609 (1945)
6658-6662
TDH-3610 (1947)
6601-6657
TDH-3612 (1950)
6663-6664
TDH-3714 (1956)
2501-2503
TDH-4507 (1947-1948)
6751-6757, 6901-6942,
6943-6950
TDH-4512 (1956)
2220-2221
TDM-4515 (1955-1959)
2008-2009, 2011-2044
TDH-4801 (1953-1958)
2101-2183, 2200-2219,
2300-2399, 2900-2964,
5100-5199, 6500-6599
TDH-5103 (1950-1951)
2701-2889, 6401-6425
TDH-5301 (1959-1961)
5200-5254, 5300-5374
5400-5479
TDM-5301 (1961)
5500-5529
TDH-5303 (1963)
5000-5099

Flxible/Flxible-Twin
F2D6V-401-1 (1961-1963)
5700-5734,
5800-5999

Coach 2010 has been sold
Coach 6943 was scrapped

DIVISION 7
(West Hollywood)

2300 - 2399
2500 - 2503
5305 - 5374
5464 - 5479

DIVISION 8
(Van Nuys)

2900 - 2964
5700 - 5734
6914 - 6930

DIVISION 9
(El Monte)

2701 - 2789
6634 - 6642

DIVISION 12
(Long Beach)

2008 - 2009
2011 - 2016
2181 - 2183
2200 - 2221
5500 - 5520
6934 - 6942
6944 - 6950

DIVISION 13
(Riverside)

2031 - 2044
6751 - 6757

UNASSIGNED: 2130, 2158, 2168, 2180, 5300-5304, 5874-5878 and 5999

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C L A S S I F I E D A D V E R T I S E M E N T S

FOR SALE - Transportation photos. Original list, 25¢; free supplements. WANTED - Pix, PE cars: 635, 643, 647, 150, 5054, 5060, 5065, 5081, 5094, 5095, 5098, 5106, 5148, 5161, 5171; substation 00183; supply car 006; locos. 1320, 1324, 1325, 1326, 1328, 1329, 1377, 1378, 5273, 5274, 5275, 1647, 1503, 1506, 1508. HARRY E. BENNETT, JR., 1804 N. Mount St., Baltimore, Maryland 21217.