UTB FOUNDED 1963

United Transit Boosters

2734 Lytelle Place Los Angeles, California 90065

"Dedicated to Better Transit"

TO: ALL MEMBERS, SUBSCRIBERS AND FRIENDS

With this issue of our monthly publication, THE BOOSTER, we at United Transit Boosters embark upon a new era of cooperation with our sister enthusiast groups throughout North America.

For those of you who are reading THE BOOSTER or hearing of the United Transit Boosters for the first time, let me explain something about our group.

The United Transit Boosters was formed in July, 1963 by a group of ten men who were interested in city and suburban transit operations, and who were interested in learning more about the transit industry. In the three years since our formation, we have grown to five times our original size. As with most hobby groups, the founding members, and as a result, the majority of our present members are located in the Southern California region. For this reason, among others, we concentrate on the operations of the transit companies that are located in Southern California. Our monthly publication, which was named "THE BOOSTER" by the membership at our first regular meeting concentrates quite heavily on California and particularly Southern California for several reasons: (1) These are systems that we most often observe, and thus are most interested in; (2) information is most readily available from these systems, and in sufficient detail; and (3) for other regions for which detailed information is available, it is reported by other of our sister organizations. Many of our members are employed in the transit industry in one capacity or another. Others of us are employed in other fields, either out of desire or necessity, but none the less foster a keen interest in the industry.

For the benefit of our own members and subscribers, this issue is part of a trade that has been established between ourselves and the Motor Bus Society, Inc., which is headquartered in New Jersey. The Motor Bus Society has provided us with sufficient copies of their history of Western Greyhound for us to send to all of our readers. In exchange, we at UTB are providing the Motor Bus Society with sufficient copies of the July issue of THE BOOSTER for them to distribute to their members. The purpose of this exchange is to foster better relations between the two organizations, and to inform all hobbyists of the existance of both organizations.

Regular THE BOOSTER readers will find a membership application form for the Motor Bus Society inside their copy of MOTOR COACH AGE. They are invited to fill-out the form, should they so see fit, and submit it, along with the appropriate amount of dues. Similarly, you will find a membership application form for the United Transit Boosters, which you are cordially invited to fill out and submit, to the above address, along with the appropriate payment.

There are two classes of membership in the United Transit Boosters. The regular class costs $3.00 per calendar year and entitles one to twelve issues of THE BOOSTER, a voice in the organization at our regular monthly membership meetings, and to a discount on club trips and excursions. The Equipment Preservation class costs $5.00 per calendar year, and entitles the individual to the same rights as regular membership, except that he is also eligible to serve on the Equipment Preservation Committee, which committee directs our equipment preservation activities. The incremental two dollars paid by the latter class goes directly into the Equipment Preservation Fund, and is available only for use in acquiring, repairing or maintaining "historical" transit equipment. Thus far, the organization has preserved one bus, a 1941 Yellow Coach (TD-3602056) which was acquired from the defunct Glendale City Lines.

For those individuals not wishing to avail themselves of membership activities, but who do wish to receive our monthly publication, subscriptions, which cost $2.00 per calendar year, entitling the purchaser to twelve issues of THE BOOSTER, may be obtained. Subscriptions are particularly popular among our readers located in the eastern section of the country.

Business and social meetings are held on the second Sunday evening of each month in Los Angeles. All interested persons are invited to attend any or all meetings, which for the remainder of 1966 will be held at 245 South Lucas Ave. in L. A., and which will be convened at 8:00PM. The meetings usually consist of a business meeting, transit material auction and some type of entertainment, usually color slides. A special program, provided by The Omnibus Society of America, Inc., of Chicago, introducing us to transit operations in the Chicago area will be shown at the September 1966 UTB meeting.

THE BOOSTER is issued on what is supposed to be a monthly schedule, and is edited by myself. The 12 1965 issues averaged 12 pages per issue. The quality and quantity is generally similar to the attached. (For the information of our regular readers, due to inadvertance, publication of the May and June issues has not been completed, although they have both been typed. These issues will be sent along as soon as they are printed.)

Any inquiries you may have regarding UTB will be welcomed, as will your membership applications or subscription remittance.

Sincerely,

Gerald L. Squier

Gerald L. Squier,
General Manager

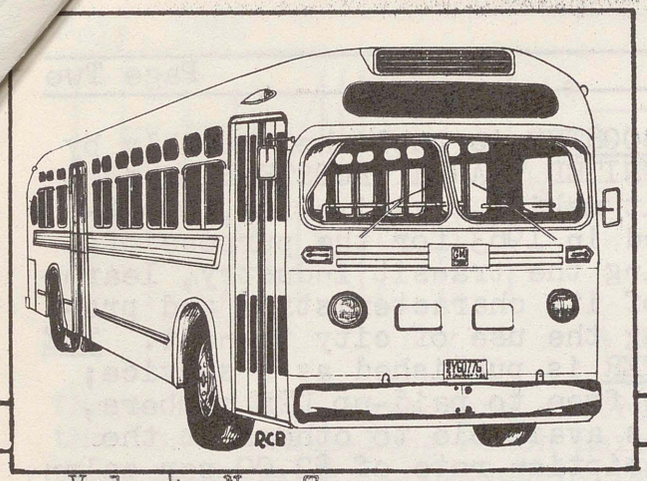
UNITED TRANSIT BOOSTERS -- Membership Application/Subscription Request Form

Name_____ Telephone_____

Address_____ Occupation_____

City_____ How long have you been interested in transit_____

State_____ Zip_____ Enclosed is $____ in payment for Subsc__ Reg.____ Eqpt. Pres.____



THE BOOSTER

Monthly Publication of The United Transit Boosters

'Dedicated to Better Transit'

Vol. 4, No. 7 July, 1966 Fourteen Pages

PHILADELPHIA

The PHILADELPHIA TRANSPORTATION CO. has announced plans to modernize its present fleet to include 1500 new buses, 1100 as replacement vehicles and 400 for the trolley coaches and streetcars that PTCo plans to replace.

It is planned to convert five trolley coach and eight rail routes. The five rail lines using the subway to West Philadelphia will continue in operation.

The project would entail an expenditure of $50 Million, with the money to come from $20 Million in cash and depreciation funds; the remainder from bonds.

In other Philadelphia area neww, the PHILADELPHIA SUBURBAN TRANSPORTATION COMPANY (Red Arrow Lines) has been authorized by the Public Utilities Commission to convert rail line between Ardmore and the 69th St. Terminal in Upper Darby to motor coach operation.

EL PASO

EL PASO CITY LINES was to have discontinued operation of PCC streetcars on its Line 1--EL PASO-JUAREZ effective May 14th, according to correspondent Henry J. Leingach, Jr. of that Texas city. The abandonment was to come about as the result of the revision of the boundary between Mexico and the United States. EPCL asked the International Boundary and Water Commission and the El Paso City Council to approve the action to replace the rail service with buses for approximately ten months, while new bridges for streetcar use were being built over the Rio Grande River. In order for streetcars to continue in operation, temporary bridges would have to be built. Henry now reports that the PCC's continue to operate, as Mexican authorities refuse to pay for the added cost of bus operation. No one seems to know what will happen, now, although many doubt that streetcar service will ever be resumed, once it is discontinued.

It was noted here earlier (TB -8/65) that two of the model TDH-5105 G. M. Coaches that were purchased from NEW ORLEANS PUBLIC SERVICE, INC. were to be numbered 5000 and 5001 (which we couldn't figure-out). We now learn that these two buses (TDH-5105/1042-1043) were actually numbered 4100 and 4101 (this makes more sense).

YAKIMA

Wash.: City officials announced that an election on a proposal to restore city transit service will be called as soon as details can be worked-out, possibly by mid-August. YAKIMA BUS LINES quit operating on June 1st, because of continued financial loss. NATIONAL CITY LINES, who is to operate the proposed system, the operating costs of which will be paid by a household transit tax of 60¢ per month, has proposed a lease agreement, involving improved buses, probably 31 or 35 passenger deisel buses.

CLUB NEWS
MEETING NOTICE

NEW GENERAL MANAGER APPOINTED: At the July regular meeting of the United Transit Boosters, Gerald L. Squier was appointed to the position of General Manager by a unanimous vote of the members present.

The new appointment was necessitated by the resignation of former General Manager, David P. Landes, who had held the position for over a year and a half. Mr. Landes, a student at UCLA, noted that increased demands from his school work required the move. Mr. Landes is to remain as active as possible in the club; he will remain in charge of membership records, which he has placed on IBM cards (at no expense to the organization).

The United Transit Boosters wishes to express their utmost gratitude to Mr. Landes for his efforts in behalf of the organization during his term in office. We only wish we had more such interested and active members.

Mr. Squier, founder of the United Transit Boosters returns to the office of General Manager, an office he held from the creation of UTB and the position of General Manager, which occurred in August of 1963, until March, 1965. His resignation, similar to that of David Landes', was necessitated by increased demands of school work. Having finally graduated from college, Mr. Squier happily resumes activities in the organization.

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 paid-up UTB members, and is available to others at the subscription rate of $2.00 per calendar year. Price is 25¢ per single copy. UTB membership dues:

Regular $3.00
Equipment Preservation Class $5.00

Both on a calendar year basis.

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General Manager --Gerald L. Squier
Recording Secretary --Micheal J. Campbell
Membership Secretary --David P. Landes

EDITORIAL STAFF:

Editor --Gerald L. Squier
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Staff Reporter --Warren F. Quon

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MEETING NOTICE--CHANGE IN LOCATION OF MEETING PLACE:

The August meeting of the United Transit Boosters will be held on Sunday, August 14, 1966; the business meeting will be convened at a NEW TIME--8:00PM. The place of the meeting will be in the studio-auditorium of the Gary-Knause Apartments, located on the northwest corner of Mirimar & Lucas in the Crown Hill section of Los Angeles. To reach the meeting place, board a Line 4--MELROSE AVE. SCRTD coach northbound on Hill St. in downtown Los Angeles (or elsewhere, at your convenience); ride to 3rd & Lucas; disembark and walk one block north. Meetings for the remainder of the year will be held at the same time and place. Exact dates are: September 11, October 9, November 13 and December 11. (Meetings are held on the second Sunday of each and every month.

Entertainment for the August meeting will consist of slides from the collection of member A.W. Styffe of non-GMC make coaches.

TERMINAL ISLAND TRANSIT COMPANY

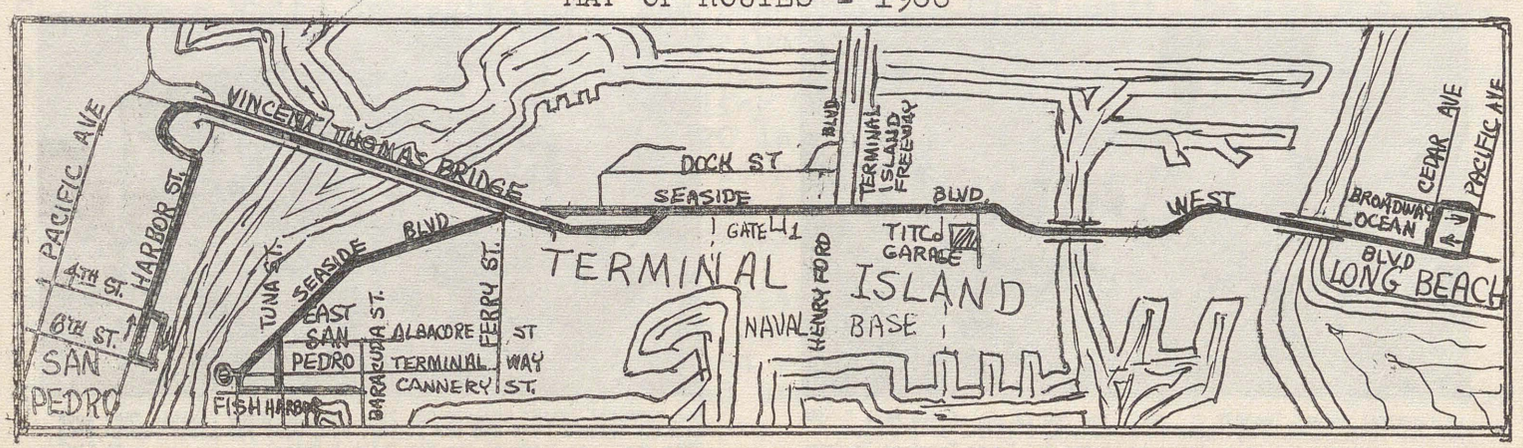
By P. Allen Copeland

There has been some form of transit service on Terminal Island (the heart of the Los Angeles-Long Beach Harbor area) since the early 1920's, at which time service was provided by Model T Fords that had been rebuilt into station wagons. In about 1928, the LANG TRANSPORTATION COMPANY took-over the Terminal Island service and operated it in conjunction with their Long Beach system (LANG MOTOR BUS CORP.). In 1932, Lang discontinued the major portion of the Terminal Island route. (Lang did retain, however, a route along West Ocean Blvd. out of Long Beach to the TI naval base. This route is now a route of the LONG BEACH PUBLIC TRANSPORTATION CO., a second generation successor company to Lang, except that the line terminates at Pierpoint Landing, on the southeastern section of the island. The Naval Base terminal was traded for the Pierpoint Landing terminal when the latter section of the island was opened in the 1950's). Sometime later, service to the western portion of the island by an independent operator, TERMINAL ISLAND TRANSIT CO., began; the operator still operates the service.

TITCo is a company that is noteworthy for many reasons. One of which is that neither now, nor has it ever owned a G. M. Coach! Unfortunately, the company has no records on coaches that have been removed from the roster, however, it is known that prior to World War II, TITCo operated a polygot collection of Ford, Studebaker and White trucks converted to school type buses, with a home-built body. The company also operated some model 16-A and 54-A White buses.

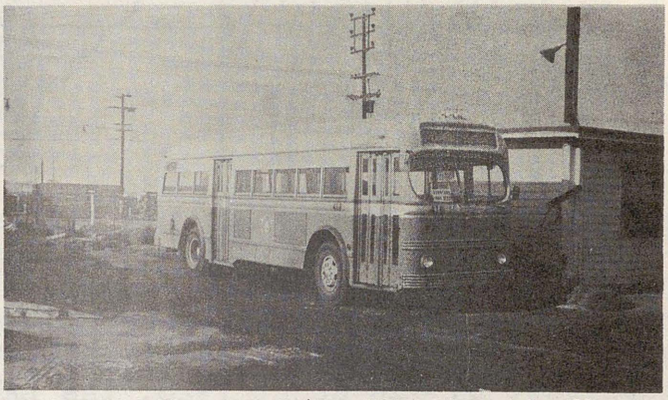
The company purchased their first real transit buses in 1942, when eleven 1938 model 786 White coaches were purchased from SANTA MONICA MUNICIPAL BUS LINES. These buses had not been too popular in Santa Monica, due to the lack of center exit doors, however they were eagerly accepted by TITCo, who at that time was eas experiencing a boom in traffic with the construction of a naval base and airfield on the island. Also purchased were three White-Superior Model 48-9 school buses, which were used until 1945, when they were sold to Tiajuana, Mexico.

TERMINAL ISLAND TRANSIT COMPANY
MAP OF ROUTES - 1966





4-1 TERMINAL ISLAND TRANSIT CO. 400. This coach is one of two White model 1140-D's operated by TITCo. Headsign configuration indicates that the coach might have originally been intended for Washington D.C. --Squier



4-2 TERMINAL ISLAND TRANSIT CO. 410. Pictured here at the old garage (at Seaside & Ferry), this car is the second White 1140-D in the fleet. The 410 is a former White demonstrator; built in 1950, acquired in 1955. --Squier



4-3 TERMINAL ISLAND TRANSIT CO. 500. This bus is one of two model 1144-D White's used by this operator. This photo was taken at the old ferry terminal loop in East San Pedro. --Squier



4-4 TERMINAL ISLAND TRANSIT CO. 600. Previously a Flxible-Twin demonstrator used by the CHICAGO TRANSIT AUTHORITY, this model F2D-35 coach is pictured here at Ocean & Pacific in downtown Long Beach. --Squier



4-5 TERMINAL ISLAND TRANSIT CO. 610. Reportedly originally built as a hospital bus, this car is supposed to be the only transit coach ever built by the Highway Products Division of Twin Coach. (Mack powered.) --Squier



4-6 TERMINAL ISLAND TRANSIT CO. 700. Seen here descending from the Vincent Thomas Suspension Bridge, heading east toward Long Beach, this Mack model C-49DT is a former Mack demonstrator. --Squier



4-7 TERMINAL ISLAND TRANSIT CO. 720. The 720 is one of two Mack C-49DT transits purchased new by TITCo in 1959. The building in the background is the old San Pedro terminal of the San Pedro-Terminal Is. ferry. --Al Styffe



4-8 TERMINAL ISLAND TRANSIT CO. 730. One of three Flxible "New Look" transit coaches, 730 and its sister, 740, were purchased new in 1963. This photo was taken at the San Pedro terminal. --Al Styffe

TERMINAL ISLAND TRANSIT COMPANY (CONTINUED):

It was planned to convert the White 786's to diesel power--this was actually done on a few of these coaches. However, TITCo found that it was cheaper to purchase newer coaches which were already diesel. Besides, the lack of a center door on the 786's was a handicap. By 1954, all coaches were diesel powered, and all remaining gas buses were disposed of.

The body of one 786 does remain on the TITCo property--stripped and unservicable. This coach, No. 34, keeps company with #430, a newer White model 798, which has also been stripped, at the old coach yard location, just under the new Vincent Thomas Suspension Bridge. According to employees, No. 34 has been out of service for about ten years.

EQUIPMENT ROSTER

Below is a roster of all equipment owned by TITCo as of May, 1966:

Coach Number	Builder	Model/Serial Numbers	Seats	Year Built	Date Purchased	Footnote
200	Flxible	F2C8V-401-1/51271	53	1965	1/66	A
400	White	1140-D/367544	39	1950	1950	B
410	White	1140-D/367593	39	1950	2/55	C
420	White	798/324471	44	----	1954	D
430	White	798/340487	44	----	1954	D
500	White	1144-D/382942	44	1952	1952	E
510	White	1144-D/374352	44	1952	1952	F
600	Flxible-Twin	F2D-35/50343	44	1956	1959	G
610	Highway Prod.	HB-35/HP-102	44	1960	1960	H
700	Mack	C-49DT/1078	48	1955	1957	I
710	Mack	C-49DT/2237	48	----	1959	-
720	Mack	C-49DT/2339	48	----	1959	-
730	Flxible	F2D6V-401-1/51898	53	1963	1963	J
740	Flxible	F2D6V-401-1/51899	53	1963	1963	J

Footnotes

A - Former Flxible demonstrator No. 200; Cummins diesel power.
B - Delivered in Los Angeles for an unknown purchaser. Was not accepted by same, and was purchased as a new coach by TITCo.
C - Former White demonstrator. Had been used in Cincinnati, Dallas and Houston. Purchased from White distributor in El Paso, Texas.
D - These two whites (420 and 430) were formerly owned by the Twin Coach Corp for use as demonstrators in selling Twin's conversion kits for White Coaches from gas to diesel. The 420 is known to have been operated as a demonstrator in Cleveland; the 430 is known to have been used in Evanston, Ill. History of the coaches prior to the Twin acquisition is unknown. The 430 has been retired for several years; the 420 is presently up for disposal.
E - Purchased new. Has covered-over standee windows.
F - Purchased used from White. This coach is reportedly the prototype for the White model 1144-D series, and was the first one ever built.
G - Former Flxible demonstrator. Had been used on the Chicago Transit Authority.

TERMINAL ISLAND TRANSIT COMPANY (CONTINUED):

H - Purchased new. This coach is the only bus of its type ever built. Reportedly built as a hospital bus, it has the frame and engine assembly of Flxible Highway Products Division's Highway Post Office (Hypo) coach. The F2D-35 body was specially assembled from parts at Twin Coach. The bus is powered by a Mack diesel engine (and sports a Mack emblem on its front end.)

I - Former Mack demonstrator. Had been operated on LOS ANGELES TRANSIT LINES at which time it carried the number 5100

J - Powered with G. M. Diesel 6V-71 engines; purchased new.

SERVICE

Prior to November 15, 1963, TITCo operated over one route. It operated between Lincoln Park in Long Beach (Ocean & Pacific) and the auto ferry terminal in East San Pedro (Terminal & Seaside)--see map. The route connected downtown Long Beach with various Terminal Island industries, the naval base, air field, cannaries in the Fish Harbor area and connections at East San Pedro for a auto/passenger ferry to San Pedro.

Prior to the construction of the Vincent Thomas Suspension Bridge in 1963, there were only two roadway entrances to the island, at the east end, along Ocean Blvd. from Long Beach and from the north along Henry Ford Blvd. or the Terminal Island Freeway. Both of these entrances were crossed by bridges. The bridge at the eastern entrance is of the pontoon type, and features steep approaches that provide a formidible challenge to TITCo buses; when its spans are raised to let small boats pass, delays of 15-20 minutes are often experienced--this creates havoc with TITCo's schedules--even today.

Prior to 1963, there was a third entrance to the island--at the western end. It was not a roadway entrance, but an automobile/passenger ferry that shuttled between terminals in San Pedro and East San Pedro--across the main channel of the Los Angeles Harbor. The ferry was operated by the City of Los Angeles' Harbor Department on about a 20 minute headway. The boat used was of the diesel powered, double-ended variety.

Due to the limited capacity of the ferry, peak-hour bottlenecks occurred. To eliminate this problem, the State of California built a suspension bridge at the western end of the island, providing a third roadway entrance, and is located north of the old ferry crossing. Pending completion of the bridge, which was named for the legislator who introduced the bill for its construction, four companies, two local San Pedro companies, the LOS ANGELES METROPOLITAN TRANSIT AUTHORITY and TITCo applied to the Calif. Public Utilities for authority to use the bridge (the LAMTA was not under PUC jurisdiction, though). Permission to use the bridge was awarded by the PUC to TITCo. The effect of this award was to give TITCo two new routes. One from Long Beach to San Pedro via Terminal Island and the new bridge; the other between San Pedro and East San Pedro (Fish Harbor) via the bridge. In actual operation, some trips serve all points (e.g., Long Beach, Naval Base, Fish Harbor/East San Pedro and San Pedro), while express trips serve only Long Beach, Naval Base and San Pedro. Certain shuttle trips operate only between San Pedro and Fish Harbor, while others operate between the Naval Base and downtown Long Beach.

Schedule-wise base headways are operated as follows: Long Beach to San Pedro half-hourly, daily; hourly via Fish Harbor. Service between Naval Base and Long Beach is 15 minutely daily (uneven headway). Half-hourly owl headways are also operated between the two latter points.

California Capitulations

Reported by Warren F. Quon

EQUIPMENT REPORT:

The following new and used buses have been noted as having been delivered since our last report, or have come to our attention for the first time:

Property	Coach Numbers	Builder	Model/Serial Numbers	Comments
NEW BUSES:				
Santa Rosa Municipal Bus Service	106	GMC	TGH-3501/009	Built in 1964
Culver City Municipal Bus Lines	4503	GMC	TDH-4519/786	Built in 1965
Long Beach Public Transportation Co.	4558-4562	GMC	TDH-4519/1166-1170	
Laguna Limousine Service	----	Flxible	(Flxette)	Similar to AIRPORTRANSIT #410
Shine-Phillips	143-144	Flxible	(Flxette)	
American Bus Lines	6958-6961	Silver Eagle	6951-6954	Added information
San Francisco Municipal Ry.	8900	Minibus	----	
USED BUSES:				
Coach Transit	C-101	GMC	PD-4101/???	Painted red and white
Antelope Valley Bus, Inc.	514	GMC	PD-4103/784	Ex WGL 7375
Pacific Scenic Lines	110	GMC	TDH-4507/1371	Ex SCRTD 6726
South Los Angeles Transportation Co.	----	GMC	TDH-4512/1207	Ex SMMBL 4512
	50	GMC	TDH-4512/???	EX SMMBL
Orange County Bus System	701-704	GMC	TDM-4515/085-088	Ex SCRTD 2013-2016
Gray Line of Los Angeles	703	Fitzjohn	----/9844	To correct previous entry
M & M Charter Lines	44	Crown	A-779-11/????	Ex Tanner Gray L.
Shine-Phillips	110	Crown	A-779-11/????	Ex Tanner Gray L.

GARDENA MUNICIPAL BUS LINES (GMMBL):

Two more coaches of GMBL's fleet have been painted in the new white, yellow and green paint scheem. Both being G. M. Coach products, their road numbers are 34 (TDH-4512/303) and 39 (TDH-4512/2420).

CALIFORNIA CAPITULATIONS (CONTINUED):

COACH TRANSIT (CT):

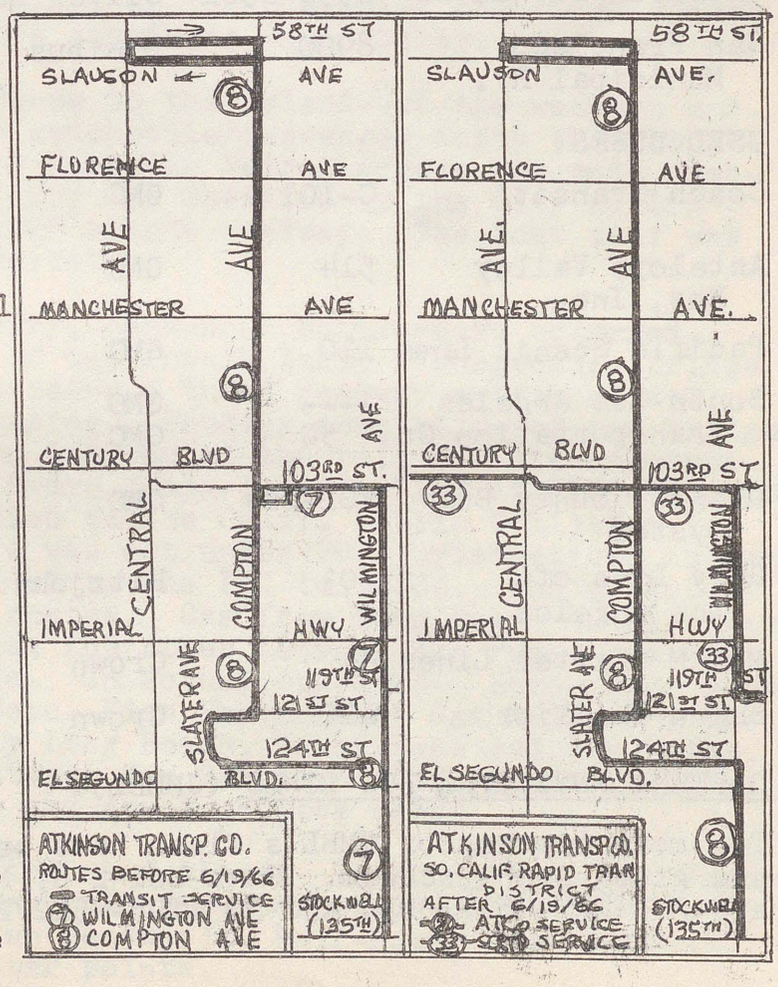
CT, who began operating thirteen round-trips daily between Los Angeles International Airport and Marineland via Redondo Beach on March 28th, discontinued passenger service effective June 13th. The company will continue in the charter bus business.

SAN FRANCISCO MUNICIPAL RAILWAY (SFMRy):

SFMRy recently inaugurated a new route, Line 89--LAGUNA HONDA HOME, traveling between Forrest Hills Station (of the Twin Peaks Tunnel) and Laguna Honda Home. A ten minute headway is operated between 10:00AM and 2:50PM; no fares are charged. A "Minibus" (a bus of relatively small size, designed and built by the Minibus Company of Pico-Rivera, Calif.) with open sides and outward-facing seats is used on this operation.

ATKINSON TRANSPORTATION COMPANY (ATCo):

Effective June 19th, ATCo's Line 8--COMPTON AVENUE was extended southward from its former terminal at 124th St. & Wilmington Ave. to Wilmington & Stockwell St. in North Compton. Line 7--WILMINGTON AVENUE, which formerly ran between 103rd & Compton and Wilmington Ave. & Stockwell was abandoned altogether, so as to allow the rerouting of SCRTD's Line 33--LOS ANGELES-COMPTON-WILMINGTON over Wilmington Ave. between 119th and 103rd Sts. (see "SCRTD Report"), and to provide that area with service to downtown L. A. (See "before" and "after" maps, below and to the right.)



SANTA MONICA MUNICIPAL BUS LINES:

(SMMBL) Eleven of SMMBL's thirteen G. M. Coach TDH-5105's have now been repainted into the new silver, white and two-tone blue paint scheme, that was first initiated on coach No. 5111 last year.

AMERICAN BUS LINES (ABL):

Effective June 25th, an additional summer round trip was added on the LOS ANGELES-DALLAS VIA SAN DIEGO route. The eastbound trip leaves Los Angeles at 10:15PM; the return trip arrives at L. A. at 11:59AM, as a second section of Schedule 5. All other ABL service has returned to the pre-Greyhound-strike levels.

CONTINENTAL WESTERN LINES (CWL):

Effective June 25th (and with the end of the Greyhound strike), service was returned to normal on the LOS ANGELES-OKLAHOMA CITY-NEW YORK route

CALIFORNIA CAPITULATIONS--CWL (CONTINUED):

however one additional trip was continued on the LOS ANGELES-SEATTLE route (four daily round trips, instead of three), and three more (seven, instead of four) round trips were retained on the LOS ANGELES-SAN FRANCISCO route.

GREYHOUND LINES/CONTINENTAL TRAILWAYS:

On Sunday, May 15th, nearly 5000 WESTERN GREYHOUND LINES drivers and other personnel went out on strike for higher wages and improved working conditions. By this action, 100,000 regular riders were stranded plus thousands of more occasional riders in twelve western states and British Columbia. On the first weekend, CONTINENTAL TRAILWAYS leased buses from ORANGE COUNTY BUS SYSTEM, GOLDEN BEAR DIVISION of CHARTER BUS TRANSPORTATION SYSTEM and SUN VALLEY BUS LINES to handle the heavy volume of traffic that was transferred over from Greyhound. PACIFIC SOUTHWEST AIRWAYS added extra flights, and SOUTHERN PACIFIC RAILROAD pressed every available coach into service to handle all Coast Line passengers, a WGL exclusive territory--bus-wise.

~~The next morning, a Monday, the extensive WGL commuter operations in the San~~ Francisco Bay Area (SFBACR) were silenced; the ALAMEDA-CONTRA COSTA TRANSIT DISTRICT added extra ser vice on its Trans-Bay lines; SP commuter trains on the San Francisco Peninsula were operated with standing loads. The Tiburon-San Francisco ferry added another boat to help handle Marin County commuters.

Other CONTINENTAL TRAILWAYS SYSTEM companies rushed additional equipment to the west to handle the large volume of added patronage experienced on CWL and CPL routes.

Amalgamated Transit Union officials declined to submit WGL's "final" offer to the members for a vote and instead issued strike notification for May 15th. Negotiations were conducted in both San Francisco and Washington D.C., with the aid of the Federal Mediation and Conciliation Service. The final contract which was approved by a 3-to-1 vote-margin by the ATU members, was a contract drawn up by the mediatiors to end the 36-day strike. The new two-year contract provides an immediate increase of 10¢ per hour for local drivers, and $.004 more per mile for over-the-road drivers.

Throughout the entire length of the walkout, which ended on June 25th, the problem of handling and transporting baggage was considered an even more serious problem than the transporting of passengers. As an example, at the Trailways Depot at 6th & Main Sts. in Los Angeles, baggage handlers were quadrupled. Trucks were leased to transport baggage between local points. Baggage was stacked along the outside walls of the station along the loading docks, and in Dock #1, one of five docks, was used to store outgoing baggage. Several GMC PD-4103's had their seats removed and were used as "baggage buses", transporting luggage between El Paso and Losanges, as well as between Albuquerque and Los Angeles.

After WGL resumed operations, business slowly returned to normal, except for the San Francisco Bay Area, where a mechanics strike prevented a resumption of service. However, by the following Monday, June 27th, the company and union had agreed on a new contract; full WGL service was thus restored.

WESTERN GREYHOUND LINES (WGL):

Effective June 24th, and with the resumption of service, summer schedules

CALIFORNIA CAPITULATIONS--WGL (CONTINUED):

were placed in effect. In addition to regular "summer only" service, one round trip was added to the SAN DIEGO-RIVERSIDE-SAN BERNARDINO route, with an extension to Barstow; two express round trips were added on the SACRAMENTO-SAN JOSE line; and a weekday-only trip was added on the SAN FRANCISCO-VALLEJO-SACRAMENTO LOCAL route. Running time on the latter shcedule was also reduced an average of ten minutes per trip. In Arizona, through service is now in effect between Phoenix and Douglas via Tucson and Bisbee, consisting of one round trip.

WGL has begun to sell some of its G. M. Coach model PD-4104's (Highway Cruisers), in anticipation of receiving additional new buses, presumably MCI MC-5's. The following coaches, 7188, 8503, 8513, 8515, 8522, 8526, 8560, and 8569 have been earmarked for sale, in addition to several others, whose numbers are unknown (to us) as of this writing.

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NATIONAL NEWS (CONTINUED FROM FIRST PAGE):

SEATTLE, WASH.

The SEATTLE TRANSIT SYSTEM (STS) has unveiled a plan to inaugurate a "Blue Streak" Rapid Transit Bus System, using the freeway to reduce travel times between the northeast and north central sections of the city and downtown. The freeway is designed to permit exclusive bus lanes and as such, Seattle would become a "labratory" for freeway-bus operations. This new service is designed to provide a rapid transit system this year at little capital outlay, but would not interfere with the announced plans to build a high-speed rail rapid transit system to the northwest section of the city. Eight existing routes will be altered to take advantage of the high speed way operation. A new route connecting the "Blue Streak" service with the Boeing Plant No. 2 complex, via Airport Way, South, would be inaugurated. The downtown street traffic patterns would also be altered to permit the buses fast travel through the area.

CHICAGO-CLEVELAND-BOSTON: RAPID TRANSIT EXTENSIONS

Construction began on June 30th on the Airport Extension Service of the CLEVELAND TRANSIT SYSTEM's rapid transit system. The CTS main-line RT will be extended on its west end from the present West Park terminal four miles further west to the Cleveland Hopkins Airport. Cost of the project: $14 Million. CTS recently awarded a $3,424,160 to the Pullman-Standard Co. to build 20 cars for the new line. The new cars will be 70 feet long and will seat 80 passengers; they will have two luggage racks, tinted glass, airconditioning, and will feature stainless steel exterior trim. Apperantly, the airport service will be operated in conjunction with the main line, which operates between West Park (on the west side) and Windermere (on the east) and will operate only between the airport, Public Square (Terminal Tower) and Windermere

Chicago voters recently gave their approval for a $28 Million bond issue, which, together with $50 Million in federal funds, will be used for extensions to the CHICAGO TRANSIT AUTHORITY's rapid transit system. Extensions are to be made on the Kennedy (Northwest) and Dan Ryan (South) expressways.

The MASSACHUSETTS BAY TRANSPORTATION AUTHORITY received $9 Million in federal funds to build a tunnel under the Charles River from Boston to Charlestown.



11-1 SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT 4001. One of SCRTD's new 35-passenger Flxible "New Look" transit coaches, the 4001 is seen here at Cecilia & Wilcox, in Bell Gardens, on Line 46. --Squier



11-2 SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT 5609. Laying-over before a midday trip to Riverside, the 5609, one of SCRTD's first air-conditioned buses, is seen here at the temporary L. A. Depot. --Squier



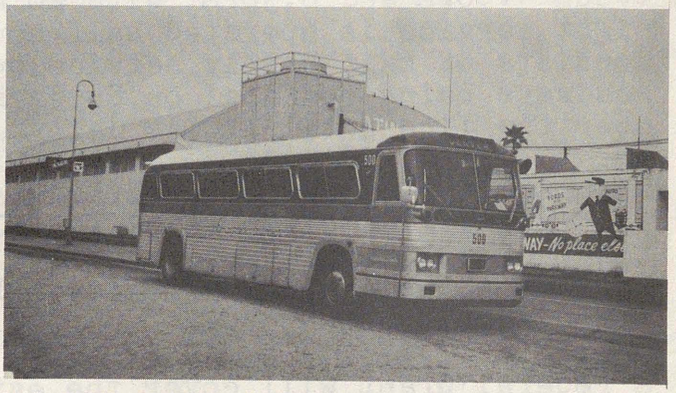
11-3 SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT 2800. Taking some spot time between trips on SCRTD's newest line, 100--CENTURY BLVD., 2800 is pictured here at L. A. International Airport. --Squier



11-4 ANTELOPE VALLEY BUS, INC. 120. Among the first of its TDH-3610's that SCRTD disposed of was this bus, ex-6648 on RTD. It is now holding down the run on AVBI's three city routes. --Squier



11-5 AIRPORT COACH SERVICE 203. ACS was one of the first L. A. area operators to purchase one of G.M.Coach's newest intercity model. Here PD-4107/171 is viewed at L. A. International Airport. --Squier



11-6 EMBREE BUSES 500. Through the courtesy of Embree Buses and the efforts of UTB member Dave Miller, UTB members were treated to a four-hour excursion on this Mack 97-D, prior to its sale. --Squier



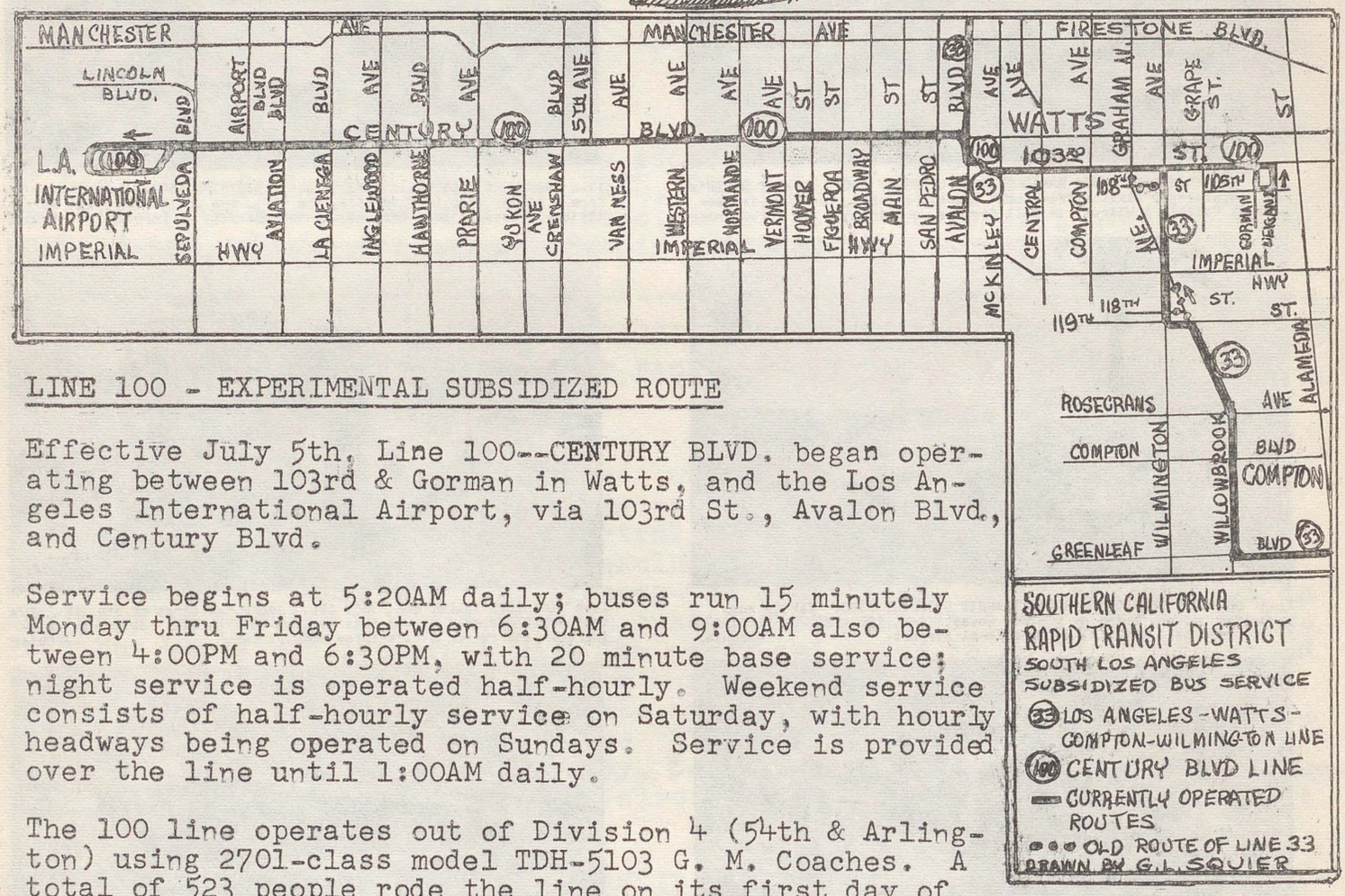
11-7 ANTELOPE VALLEY BUS, INC. 113. Pictured here in a West Lancaster neighborhood on UTB's excursion in May is this 1940 model Yellow Coach (TD-4502/084) was acquired from LAMTA (ex-6085). --Squier



11-8 ANTELOPE VALLEY BUS, INC. 104. Also used on UTB's May excursion was this 1941 model Yellow Coach (TD-4505/189), and is seen here at NASA Headquarters, Edwards AFB. It is ex-Greyhound K-1164 --Squier

SCRTD RTD REPORT

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT



LINE 100 - EXPERIMENTAL SUBSIDIZED ROUTE

Effective July 5th, Line 100--CENTURY BLVD. began operating between 103rd & Gorman in Watts, and the Los Angeles International Airport, via 103rd St., Avalon Blvd., and Century Blvd.

Service begins at 5:20AM daily; buses run 15 minutely Monday thru Friday between 6:30AM and 9:00AM also between 4:00PM and 6:30PM, with 20 minute base service; night service is operated half-hourly. Weekend service consists of half-hourly service on Saturday, with hourly headways being operated on Sundays. Service is provided over the line until 1:00AM daily.

The 100 line operates out of Division 4 (54th & Arlington) using 2701-class model TDH-5103 G. M. Coaches. A total of 523 people rode the line on its first day of operation, which was a Tuesday. Patronage had grown to 900 per day within three days.

A Federal Grant will cover the estimated $461,800 operating loss over the two year test period. This is a portion of a $2,700,000 Federal grant made to the State of California to finance a study-demonstration program on ways to improve public transportation in disadvantaged areas of Los Angeles. In addition to the Watts area, the Boyle Heights, City Terrace, East Los Angeles, Florence, Green Meadows and Willowbrook areas will also be surveyed with an eye toward improving service. A $35,000 contract will be awarded the Institute of Transportation and Traffic Engineering of the University of California at Los Angeles, to monitor and evaluate the program and prepare the summary report that it is hoped will show the way to similar programs throughout the country.

LINE 33 REROUTED IN WATTS; IS NOW PARTIALLY INCLUDED IN "LOCAL" FARE SRUCTURE

Beginning on June 19th, Line 33--LOS ANGELES-COMPTON-WILMINGTON was rerouted in the Watts-Willowbrook area between 103rd & Graham Ave. and 119th & Wil-

SCRTD REPORT (CONTINUED):

lowbrook Ave., via 103rd St., Wilmington Ave., and 119th St. At the same time, the line was converted from an "interurban" line to a "local" line north of 119th & Wilmington only; riders on Line 33 coaches may now transfer to and from all local lines north of that intersection.

The line 33 rerouting was made possible when ATKINSON TRANSPORTATION COMPANY relinquished its rights along Wilmington Ave.; ATCo thus abandoned a portion of its #7 line.

Added stops on Line 33 now include 103rd & Central, and at Manchester Ave., Florence Ave. and Jefferson Blvd. on Avalon Blvd.

4000's GO INTO SERVICE:

On Monday, June 20th, coach No. 4000, a model 411 CD C2 (serial number 75024) was placed in service on Line 46--EAST FLORENCE-SLAUSON. For the first week, this coach operated only on this line (46). As of this writing, the 4001 is also ready for service, but has not yet been placed in operation. The 4000, a product of the Flxible Co. (of Loudenvile, Ohio) is designed quite similar to the larger Flxible "new look" transit buses. With the arrival of the remaining 53 buses, it is expected that all remaining 6600-series model TDH-3610 G. M. Coaches and 6900-series model TDH-4507 G. M. Coaches will be retired from service.

WRIGHT NAMED MANAGER OF OPERATIONS:

M. Edwin Wright, veteran of public transit service was recently promoted to the position of Manager of Operations for SCRTD. Wright will oversee all transit services operated along SCRTD's 2,280 one-way route miles. Formerly Assistant Manager of Operations, having been appointed to that position when the district was formed in 1964, Mr. Wright had been General Superintendent of Transportation and Assistant General Manager of the former LOS ANGELES METROPOLITAN TRANSIT AUTHORITY. A third general transit executive, Wright also served with the former LOS ANGELES TRANSIT LINES, LINCOLN (Neb.) CITY LINES, TULSA CITY LINES and systems in Fort Smith, Ark. and Springfield, Ill.

ADDITIONAL REPAINTED COACHES:

The following coaches have been repainted in the current SCRTD paint scheme of chrome yellow, saddle tan and white. Since our last listing, the following have been observed:

2156, 2179, 2305, 2315, 2333, 2370, 2376, 5248, 5253, 5324 5328, 5338, 5349, 5358, 5362 and 5701

LINE 88 COMMENCES OPERATION:

On June 19, Line 88--LOS ANGELES-UNIVERSAL CITY STUDIOS-BUSCH GARDENS started operating between the downtown L. A. Main St. Station and the newest amusement center in the Southland, built by the Anheuser-Busch Breweries. Two round trips are operated daily, leaving downtown at 9:00AM and 11:00AM, departing from Busch Gardens at 1:00PM and 3:00PM. TB staffman, Warren F. Quon, was on board the first trip which was handled by coach No. 6091 (a Flxible F2DV8C-401-1 transit). Route of the line is as follows: From L.A.

SCRTD REPORT (CONTINUED):

Depot (523 South Main St.) via Main St., Temple St., Grand Ave., Hollywood Freeway, Hollywood Blvd., Highland Ave., Hollywood Freeway, Lankershim Blvd., Moorpark St. (outbound) or Riverside Dr. (inbound), Hollywood Freeway, Ventura Freeway, San Diego Freeway and Roscoe Blvd., terminating via a loop in the vicinity of Busch Gardens (Haskall Avd., Chase St., Woodley Ave. and Roscoe Blvd.) See map of route below.

