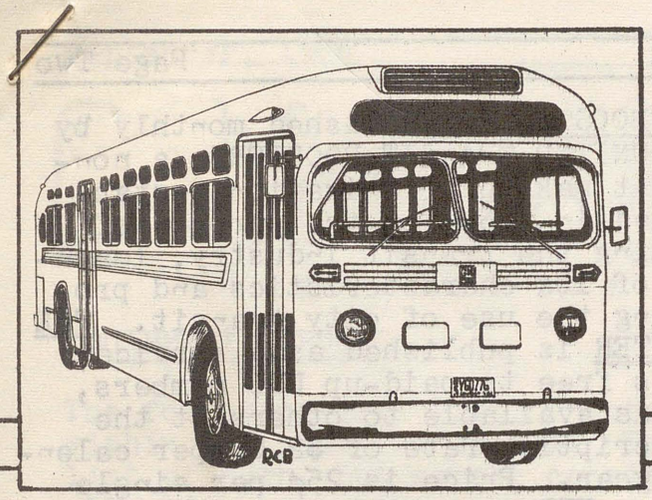


THE BOOSTER

Monthly Publication of The United Transit Boosters

'Dedicated to Better Transit'

Vol. 4, No. 9 September, 1966 Ten Pages

SKOKIE

The Village of Skokie Illinois, a suburb to the north of Chicago, has been awarded a Federal Housing and Urban Development Department grant to demonstrate the effectiveness of improved bus service from the Skokie area to downtown Chicago. This grant, which amounts to $320,000 and calls for an increase in service and the purchase of 16 new 45 passenger buses. The new bus system, which will be in operation for two years, will include expansion of lines into new and outlying residential and industrial areas, expanding service from a five to a six-days-a-week basis, rush-hour headways of 15 minutes, and base-periods headways of 30 minutes. The new service and equipment will be operated by the EVANSTON BUS CO. and the UNITED MOTOR COACH CO. whose six existing routes in the Skokie area will be combined into nine new routes.

PROVIDENCE

The RHODE ISLAND PUBLIS TRANSPORTATION AUTHORITY took-over operations of UNITED TRANSIT CO. in Rhode Island on July 1, reports correspondent RICHARD L. WONSON. No major changes occurred until September 1st, when the Pawtuckett Garage was closed, and all Pawtuckett local lines began operating out of the Elmwood Garage in Providence. Because of great deadhead mileage that is being chalked-up by the Pawtuckett buses it is felt that some Providence and Pawtuckett lines may be through routed. 100 new buses have been ordered from GM, and are expected soon. They will probably be TDH-4519's

DAYTON

Dayton's CITY TRANSIT COMPANY, the sole remaining operator of trolley coaches in the state of Ohio, bucking recent trends toward eliminating the trolley coach as a transit vehicle, recently applied to the Montgomery County Commission to extend trolley coach service into Shiloh. Under the proposed plan, CTCo would extend its 7--NORTH MAIN STREET trolley coach line from its present northern terminus at Forrest Park Loop approximately three miles further north along North Main Street to the city of Shiloh. The Dayton-Shiloh run is now operated by S T. JOHN TRANSPORTATION CO's. subsidiary MEGACITY TRANSIT LINES. SJTC has informed the County Commission that it would consider abandoning the Shiloh route if CTCo were granted the extension.

CITY TRANSIT CO. feels that the trolley coach has a definate future in the transit industry--as a weapon against smog. They also have enough foresight to envision the development of buses with non-diesel power plants, such as gas turbine or atomic, in the near future. CTCo has been able to acquire a fine trolley coach fleet by purchasing units from other cities who have abandoned their use. Their latest such acquisition was ten 1951 Marmon-Harrington TC-48's from the CINCINNATI TRANSIT CO.; these buses have General Electric electrical equipment, and were used to replace CTCo's 450 series 1947 Marmon-Harrington TC-44's with Westinghouse components.

CLUB NEWS

MEETING NOTICE

The October meeting of the UNITED TRANSIT BOOSTERS will be held on Sunday, October 9, 1966. It will be convened at 8:00PM in the studio-auditorium of the Gary-Knause Apartments, which is located at 245 South Lucas Ave. (on the northwest corner of Mirimar & Lucas) in the Crown Hill section of Los Angeles.

To reach the meeting place by public transit, board a SCRTD Line 4--MELROSE AVENUE 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 November and December will be held at the same time and place. Exact dates are: November 13 and December 11. (Meetings are held on the second Sunday evening of each and every month.)

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 are:

Regular $3.00
Equipment Preservation Class $5.00
Both are on a calendar year basis.

U. T. B. OFFICERS:

General Manager --Gerald L. Squier
Secretary --David P. Landes

EDITORIAL STAFF:

Editor --Gerald L. Squier
Associate Editor --Edmund A. Buckley, Jr.
Staff Reporter --Warren F. Quon

U.T.B. BUSINESS AND EDITORIAL ADDRESS

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

NATIONAL NEWS (CONTINUED):

EL PASO, TEXAS

From correspondent HENRY J. LEINBACH we have the following report on the status of EL PASO CITY LINES' international transit route, Line 1--EL PASO-JUAREZ: The last PCC streetcar to operate on the line was the 1503. The last run occurred in the early morning of August 14th; on hand for the occasion, which they suspect will be in fact the final abandonment, were Henry, Rod Varney (representing the Texas Division of the Electric Railroaders Association) and their wives. Service on the line is now being provided by fifteen 40-seat buses; five that EPCL already had, plus ten that were imported from SALT LAKE CITY LINES. Vital statistics on the 15 buses follow:

1997	GMC	TG-4007/319	NCL
3012	GMC	TG-4007/277	Ex Salt Lake
3014	GMC	TG-4007/279	Ex Salt Lake
3017	GMC	TD-4007/225	Ex Salt Lake
3020	GMC	TD-4007/228	Ex Salt Lake
3024	GMC	TD-4007/232	Ex Salt Lake
3025	GMC	TD-4007/233	Ex Salt Lake
3027	GMC	TD-4007/235	Ex Salt Lake
3028	GMC	TD-4007/236	Ex Salt Lake
3030	GMC	TD-4007/238	Ex Salt Lake
3031	GMC	TD-4007/239	Ex Salt Lake
3402	GMC	TDH-4008/486	NCL
7024	GMC	TG-4006/132	Ex Long Beach
7025	GMC	TG-4007/266	Ex Long Beach
7026	GMC	TG-4007/267	Ex Long Beach

The line uses eleven buses in the rush hour; a round trip requires 30 minutes in the base and up to 45 minutes during rush hours. The Superintendent of Equipment says that he has been told to fix-up the PCC cars, however there exists a problem of where to get spare parts. Regarding the new bridges, the southbound bridge will be on Kansas (one block east of the present Stanton), and the southbound bridge on Oregon (two blocks east of Santa Fe).

California Capitulations

Reported by Warren F. Quon

EQUIPMENT REPORT

The following is a list of motor buses purchased by California operators within the past few months. The following does not constitute a complete list of such, but merely consists of those coaches that have come to our attention.

NEW BUSES: Property	Coach Numbers	Builder	Model/Serial Numbers	Comments
Orange Belt Stages	136, 138	G.M.C.	PD-4107/270, 216	5/66, 7/66
	140, 142	G.M.C.	PD-4107/534-535	7/66
Peerless Stages Sys.	273-274	G.M.C.	PD-4107/494-495	6/66
City of Commerce Municipal Bus Line	300	G.M.C.	PD-4107/500	45 seats
Gray Line of San Francisco	203-204	G.M.C.	SDH-4502/041-042	Airconditioned Glass "roofs"
Santa Monica Municipal Bus Lines	4101-4102	G.M.C.	SDM-4502/095-096	Airconditioned
Sacramento Transit Authority	251-252	G.M.C.	TDH-4519/1199-1200	A/C, Super-V Transmission
	306-310	G.M.C.	TDH-4519/334-338	6/64, A/C
	311-315	G.M.C.	TDH-4519/769-773	10/65, A/C
	316-323	G.M.C.	TDH-4519/1191-1198	6/66, A/C, Mich. Markers
Stockton Metropolitan Transit District	1700-1705	G.M.C.	TDH-4519/759-764	To correct previous entry
AirporTransit	206-207	Flxible	Flxliner/????	Airconditioned
	1031-1034	Flxible	Starliner/????	Airconditioned
Airport Service, Inc.	1002-1003	Flxible	Flxliner/????	Airconditioned
Anchor Bus Line	44, ??	Flxible	Flxette/????	22 seats, A/C
Western Greyhound Lines	2200-2221	M.C.I.	MC-5 /????	
USED BUSES:				
Santa Cruz Transit Company	116	G.M.C.	TD-3206/516	Ex-SLATCo 116 for spare parts
	84	G.M.C.	PD-3751/????	Ex-WGL, believed to be ex-Fresno Municipal Lines

CALIFORNIA CAPITULATIONS--EQUIPMENT REPORT (CONTINUED):

Property	Coach Numbers	Builder	Model/Serial Numbers	Comments
Stockton Metropolitan Transit District	1601	G.M.C.	TD-3609/248	Ex Stockton City Lines 6613
City of Commerce Municipal Bus Line	308	G.M.C.	TDH-4509/1318	Ex San Diego Transit 980
Santa Ana Transit Corp.	2073-2074	G.M.C.	TDH-4509/743, 745	Ex San Diego T.S. 970, 972
Orange County Bus System	104	G.M.C.	PD-4103/1190	Ex Golden Bear
Goodall Charter Serv.	46	G.M.C.	PD-4103/????	Ex Greyhound
Lincoln Bus Line	7	G.M.C.	PD-4103/1012	Ex American Bus Lines 6249
Oakland Airport Limousine Service	601	G.M.C.	PD-4104/014	Ex Southern Greyhound 5601
Embree Buses	512	G.M.C.	PD-4104/4367	Ex LW-T-R Stages 92--Restroom
California Sightseeing Tours	110	G.M.C.	PD-4104/????	
Stockton Metropolitan Transit District	2001	G.M.C.	PD-4104/????	Ex Greyhound
Shine-Phillips	190	G.M.C.	PD-4104/????	
	147-149	Crown	2AD-779-11/????	Ex Tanner, bi-level, 3 axle
Gray Line of Los Angeles	214, 216	G.M.C.	PD-4106/???, 539	Ex Las Vegas Airport Service
	M622-M629	G.M.C.	PD-4106/????	Ex MK&O Lines
	2713	G.M.C.	TDH-5103/014	Ex SCRTD, LBPTCo & M&M Charter
Gray Line of San Francisco	274	G.M.C.	TDM-4801/027	Ex Western Greyhound 9476
Arrow Charter Serv.	B-120	ACF-Brill	IC-41/????	Ex Santa Fe Transp. Co. B120
Associated Charter Bus Company	813-814	G.M.C.	SDM-4501/115-116	Ex Nos. 106-107 from somewhere near Denver
	RLH 39	English Double-Deck		Ex London Transport, Painted red.

CALIFORNIA CAPITLUATIONS (CONTINUED):

SAN DIEGO ECONOMY LINE (SDEL)

SDEL's franchise between Homeland and Lakeside was given-up on March 21, when former once-a-week trip between College Grove Shopping Center and Lakeside was discontinued. All SDEL service now operates between Homeland and the Greyhound Station in downtown San Diego. (See SDEL route map, TB 6/64.)

SAN DIEGO TRANSIT SYSTEM (SDTS)

The SAN DIEGO COUNTY TRANSIT DISTRICT bill was passed by the voters in the June 7th election, providing for a 10¢ tax override to help finance the takeover of the privately owned SDTS. The changeover to public operation was anticipated to become effective next October, but a taxpayer's lawsuit filed in San Diego alleges that the June vote is invalid because it should have required a two-thirds majority vote for passage. Approval was by a simple majority. The suit, filed by the relative of a San Diego area charter operator, also alleges that district operation of a charter ser vice is an unlawful expenditure of public funds. CALIFORNIA BUS TOURS, a division of SDTS, is included in the sale to the city non-profit corporation. The City of San Diego estimates that acquisition of the SDTS property will cost $3.9 Million. The city has informed all other cities and communities surrounding San Diego that all service outside the San Diego City Limits will be eliminated on the takeover date, unless each community arrange to pay its share of operating the service.

SANTA ANA/SOUTH COAST TRANSIT CORP. (SATC/SCTC)

Transfer priviledges have been established between the two Santa Ana area AMERICAN TRANSIT CORP. owned properties, SATC and SCTC. A 10¢ fee allows the passenger to transfer between the "city" system (SATC) and the "suburban" system (SCTC).

At least two of the five ex SAN DIEGO TRANSIT SYSTEM GMC TDH-4509's that had been leased for use on the SATC system, pending arrival of other buses, have now been purchased and repainted in ATC colors. The five coaches were (SDTS) Nos. 970, 972, 974, 975 and 976. 970 and 972 became SATC 2073-2074.

SAN BERNARDINO MUNICIPAL TRANSIT SYSTEM (SBMTS)

In June, SBMTS reissued its January, 1966 system timetable. This issue reflected no change in service, but was printed on green paper as part of the promotional campaign for S&H Green Stamps. As we reported earlier, SBMTS has an arrangement whereby the purchaser of a ten-ride ticket book, costing 95¢ and providing five rides, will receive a $1.00 S&H Green Stamp. S&H emblems actually appear on the exteriors of the coaches, as well as on the reprinted system timetable.

SBMTS Superintendent, FRANK K. KING informs us that effective August 29th, Line 8--SOUTH "E" ST.-ORANGE SHOW ROAD was rerouted to serve the Inland Shopping Center, located on South "E" St. At the same time, service on Line 8 was improved from the former seven round trips to a half-hourly service, operating between the hours of 8:15AM and 5:40PM, Monday thru Saturday. Prior to the issuance of the August 29th system schedule, a special "Route 8 Bus Schedule" flyer was distributed to San Bernardians, informing them of the new change in service.

CALIFORNIA CAPITULATIONS--SBMTS (CONTINUED):

SBMTS was awarded $281,178 in a Housing and Urban Development grant from the federal government, which together with $140,589 in local funds, will be used to purchase 15 new airconditioned buses and 17 new fare boxes. The new buses which are to be of 35-seat capacity, will replace a like number of older buses. (In an interview with Mr. King several months ago, we were informed that the new coaches would probably be purchased from Flxible.) Under the service improvement program of the grant, service will be extended into new areas which are now without public transit.

POMONA VALLEY MUNICIPAL TRANSIT SYSTEM (PVMTS)

The City of Pomona was the recipient of a $185,133 federal grant toward a $277,700 transit improvement project. The city must contribute $92,567 as their share of the cost of the project. Included in this scheme are the purchase of four new airconditioned diesel buses, purchase of eight buses now being leased from POMONA BUS LINES, and construction of new garage and office buildings. (No mention has been made with reference to disposition of the four buses now being leased from LONG BEACH PUBLIC TRANSPORTATION CO.) Below is a current roster of the buses in the PVMTS fleet:

Coach Number	Builder	Model/Serial Numbers	Seats	Year Built	Notes, Comments & Remarks
17	G. M. Coach	TDH-3612/823	36	1950	Ex LBPTCo 3617--Repainted
18	G. M. Coach	TDH-3612/824	36	1950	Ex LBPTCo 3618--Repainted
21	G. M. Coach	TDH-3714/085	37	1953	Ex SMMBL 115--Repainted
27	G. M. Coach	TGH-3102/556	31	1956	Repainted
28	G. M. Coach	TGH-3102/574	31	1956	Repainted
39	G. M. Coach	TGH-3102/527	31	1956	Repainted
40	G. M. Coach	TGH-3102/528	31	1956	Repainted
43	G. M. Coach	TGH-3102/934	31	1958	Repainted
44	G. M. Coach	TGH-3102/935	31	1958	Repainted
57	G. M. Coach	TGH-3101/717	31	1952	Ex CCMBL 306--Repainted
4570	G. M. Coach	TDH-4507/1320	45	1947	Ex LBPTCo 4570
4572	G. M. Coach	TDH-4507/1322	45	1947	Ex LBPTCo 4572

Coaches 21-57 are presently being leased from POMONA BUS LINES; 17-18 and 4570, 4572 are being leased from LONG BEACH PUBLIC TRANSPORTATION COMPANY.

On August 15th, PVMTS routes were realigned to provide faster and more convenient service (see map on Page 6). Weekday service on Lines 2--NORTH TOWNE-WEST ORANGE GROVE and 6--WEST HOLT-SOUTH SAN ANTONIO was improved from hourly to half-hourly. All four PVMTS routes now have half-hourly headways Monday through Friday, with hourly service on Saturday and no service on Sundays. At the same time, a second transfer point, at Holt & Garey, was established; the original transfer point was at Third & Garey. On weekdays, a "line-up" occurs every half hour at Third & Garey. Effective September 19, Line 6 will be extended during rush-hours only to California Polytechnic College and to Pacific State Hospital.

The future of the weekday service on temporary POMONA-CHINO route (TB-6/66) was being debated by the Pomona City Council in August. In any event, it is expected that weekend service to the California Institute for Men, near Chino will continue.

Coach No. 21, the last ex-PBL bus remaining in PBL's yellow and green paint scheme, plus Nos. 3617 and 3618--Ex LBPTCo buses, have been repainted in PVMTS's new gray, white and green paint scheme.

POMONA VALLEY MUNICIPAL TRANSIT SYSTEM

SYSTEM ROUTE MAP
(EFFECTIVE 8-15-66)

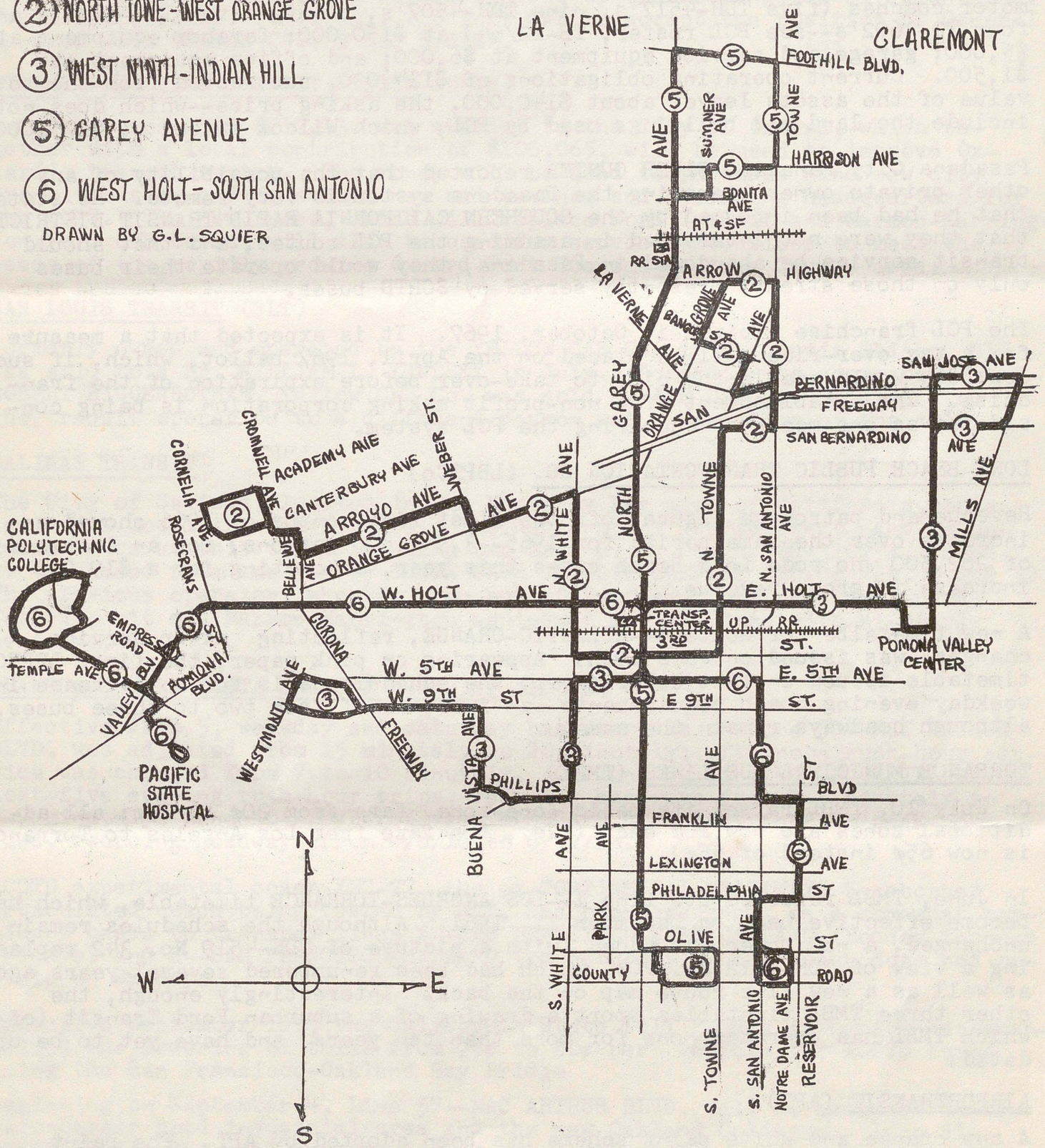
(2) NORTH TOWNE-WEST ORANGE GROVE

(3) WEST NINTH-INDIAN HILL

(5) GAREY AVENUE

(6) WEST HOLT-SOUTH SAN ANTONIO

DRAWN BY G.L. SQUIER



CALIFORNIA CAPITULATIONS (CONTINUED):

PASADENA CITY LINES (PCL)

Owner RAY WILCOX has offered to sell PCL to the city of Pasadena for $140,000. Wilcox valued the assets of his company at $264,000, including: 45 motor coaches (five TDH-4517's, nine TDH-4507's, twenty-seven TDH-3610's and four TD-3602's--see PCL roster, TB-12/64) at $150,000; farebox equipment at $5,000; garage and service equipment at $6,000; and office equipment at $1,500. Current operating obligations of $124,000, subtracted from the total value of the assets leaves about $140,000, the asking price--which does not include the land and buildings used by PCL, which Wilcox priced at $275,000.

Pasadena City Manager, ELDER GUNTER reported that the possibility of any other private owner operating the Pasadena system is very remote. He stated that he had been informed by the SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT that they were not interested in assuming the PCL routes, and that should transit service be abandoned in Pasadena, they would operate their buses only on those streets presently served by SCRTD buses.

The PCL franchise expires in October, 1967. It is expected that a measure for a tax over-ride will be placed on the April, 1967 ballot, which, if successful, would enable the city to take-over before expiration of the franchise. The establishment of a non-profit making corporation is being considered as one means of acquiring the PCL system.

LONG BEACH PUBLIC TRANSPORTATION CO. (LBPTCo)

Revenue and patronage figures ofr the first five months of 1966 showed an increase over the same period for 1965--3,949,800 patrons, for an increase of 262,500 who rode Long Beach buses this year, accounting for a $19,000 increase in gross revenue.

A new timetalbe for Route 6--ATLANTIC-ORANGE, reflecting minor service changes, was issued on June 19th. Appearing on pink paper, the first LBPTCo timetable issued on that color paper, the schedule calls for an increase in weekday evening coach requirements--an increase of from two to three buses, although headways remain the same.

TORRANCE MUNICIPAL BUS LINES (TMBL)

On July 10, TMBL raised its basic (one-zone) fare from 20¢ to 25¢; all additional zones are now 10¢ each (i.e., the fare from Los Angeles to Torrance is now 65¢ instead of 55¢).

In June, TMBL reissued its Line 1--LOS ANGELES-TORRANCE timetable, which had become effective back on December 11, 1961. Although the schedules remain unchanged, a new cover was added (with a picture of TDH-4519 No. 342 replacing a view of TDH-4512 No. 704, which had been renumbered several years ago) as well as a new line route map on the back. Interestingly enough, the other three TMBL timetables sport a drawing of a suburban Ford Transit (of which TMBL has operated none for more than ten years) and have yet to be updated.

AIRPORTRANSIT (APT)

A new orange and white paint scheme has been adopted by APT. The paint job, formerly used on APT's SATELLITE TRANSIT subsidiary at the L. A. International Airport, has thus far been applied to APT's six newest buses, two Flxliners and four Starliners.

CALIFORNIA CAPITULATIONS (CONTINUED):

CONTINENTAL WESTERN LINES (CWL)

Mr. L. R. PRICE, formerly regional manager of CWL's Albuquerque Division, has been appointed Division Superintendent of the Los Angeles Division. Mr. Price replaces Mr. T. J. DAY, who left CWL to accept the position of General Manager with ORANGE COUNTY BUS SYSTEM.

OXNARD MUNICIPAL TRANSIT SYSTEM (OMTS)

A federal grant of $212,130 was awarded to the City of Oxnard, which together with a local contribution of $106,065, will be used to improve Oxnard's transit system. The money will be used to purchase nine new city transit buses, and construct new maintenance and operating headquarters for the OMTS. The new buses, which will replace Ford Transit and Marmon-Harrington/Ford 8MB buses, will also be used for service extensions to meet the needs of the rapidly growing Oxnard-Port Hueneme-Ventura County area.

SAN LOUIS TRANSIT (SLT)

Formerly owned and operated by the YELLOW CAB CO. in San Louis Obisbo, SLT was sold to a Mr. WILLIAM L. LINDSEY in July. According to correspondent ROBERT HIGGENBOTHAM, Yellow Cab Co. was sold to A&M CAB CO.; disposal of the transit operation to a different person was a condition of the sale.

SALINAS TRANSIT

The City of Salinas, located in the Monterey Bay area of California, once again has local transit service. The new company (whose exact name is unknown to us at this time) is using two used G. M. Coach TGH-3101's, which it purchased from the nearby SANTA CRUZ TRANSIT COMPANY (SCTCo Nos. 1 and 3). The previous operator, who has been out of business for some time, used Ford Transit and Marmon-Harrington equipment on two lines with bi-hourly headways.

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT (ACCTD)

Effective June 5, weekday and Saturday base service on Line 57--MAC ARTHUR BLVD. was adjusted from 15 minutely to 20 minutely; afternoon rush-hour service was changed from 7 to 10 minutely. On June 6, Line 40--FOOTHILL BLVD. lost five evening rush-hour trips, reducing headways from 4-5 minutely to 5-7 minutely; Line 40--BERKELEY via TELEGRAPH also lost four PM peak-hour runs, reducing headways from 4/8/16 to 6/12/24.

ACCTD experimental coach XMC-77, the ex-CONTINENTAL TRAILWAYS Kassborher articulated coach being tested by ACT, has been assigned, on a somewhat perminant basis to transbay lines N--SAN FRANCISCO-EAST OAKLAND (Monday through Fridays) and R--SAN FRANCISCO-HAYWARD (on Saturday). The coach does not operate on Sundays.

Effective September 1st, the California State Toll Bridge Authority has authorized the lowering of tolls from 75¢ to 50¢ per vehicle for ACCTD buses using the San Francisco-Oakland Bay Bridge

Beginning on September 4, Line 57--MAC ARTHUR BLVD. will be extended to the Hegenberger Road industrial area and the new Oakland Coliseum. Line 51--BERKELEY-ALAMEDA will be extended to the new Berkeley Marina and heliport. It is planned to continue Saturday service on Line 91--CASTRO VALLEY-HAYWARD-TENNEYSON ROAD.

Transit Terms

For the purpose of educating our readers, we now present definitions of terms that are used in the transit industry. Specifically, the following are terms used by the SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT; the definitions were taken from the labor agreement between the District and the Brotherhood of Railway Trainmen.

SCHEDULE DEFINITIONS

Spread The over-all time that an employee puts-in during a specific day, from the time he commences his duty until he completes his final assignment.

Work Time Operators time that includes pay items that are subject to Over Time provisions.

Vehicle Time Time a vehicle is in service from pull-out time until pull-in time.

Waiting Time/Shine Time/Held for Duty Time The time an operator is required to remain on duty until assigned to work or released (considered work time).

Travel Time Scheduled time allowed for traveling between relief points and Division, between Division and relief points, or between two relief points.

Deadhead Time Time allowed for traveling between a Division and an Auxiliary Division, a Terminal Division and/or storage lots.

Overnight Deadheading Deadheading performed after departure of the last scheduled motor coach of the day, and before departure of the first succeeding day's schedule.

Initial Sign-On Time The time at which an operator is first due to report for work on a given day.

Preparitory Time The time allowed for obtaining supplies and readying equipment for service, prior to placing equipment in revenue service.

Premium Time The difference between actual time worked and guarantees and minimum time allowances.

Sign-Off Time Time allowed for storing equipment after completion of an assignment at Division points, or outside locations and walking time to the Division point.

Turn-In Time Time allowed under certain conditions for turning-in District receipts and securing supplies.

Report The term used to indicate when and where an operator is to report for duty.

Paddle Board Pre-prepared outline of operator's scheduled work that is supplied to him for his use.

MISCELLANEOUS DEFINITIONS

Miss-Out Failure of an employee to report for his assignment by the scheduled time.

Shake-Up A method for bidding on operators work runs, and assignment of off days on the extra board.