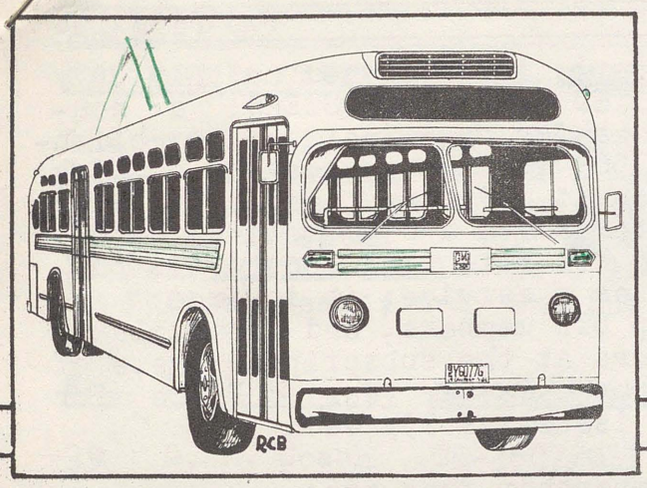


THE BOOSTER

Your Western Transit Digest
Monthly Publication of The United Transit Boosters

'Dedicated to Better Transit'

Vol. 5, No. 4 April, 1967 Ten Pages

C A L I F O R N I A

SAN DIEGO TRANSIT SYSTEM (SDTS)

SAN DIEGO: SDTS and the San Diego City Council have approved an extension to the City's agreement for purchase of SDTS's buses and other equipment. City Attorney Ed Butler stated that negotiations can be completed within the next 40 to 60 days. The city plans to acquire SDTS's assets and establish a publicly owned system in accordance with voter approval of a city charter amendment last year. The city plans to purchase 100 new airconditioned buses after they assume operation of the system.

SAN BERNARDINO MUNICIPAL TRANSIT SYSTEM (SBMTS)

SAN BERNARDINO: Fifteen new Flxible 35-seat airconditioned transit buses are expected to arrive on the property by the end of this July. The buses will be painted red and white in an attempt to give them the appearance of being longer in length. The 700 class Yellow Coach model TD-4001, TD-4005 and TD-4505 buses (see SBMTS roster in TB-7/64) will be retired upon arrival of the new fleet.

POMONA VALLEY MUNICIPAL TRANSIT SYSTEM (PVMTS)

POMONA: PVMTS officials have petitioned Housing and Urban Development federal officials for a change in their federal grant to permit PVMTS to purchase four or five more new buses. Originally, their federal grant was to provide funds for four new buses and land and buildings for a new garage facility. Because they wish to retire some of their older coaches, PVMTS wishes to buy new equipment and now plans to store their fleet in the city water department yard.

PASADENA CITY LINES (PCL):

PASADENA: The last four of the only 22 model TD-3602 Yellow Coaches to have been delivered new to any operator west of Chicago have left the PCL fleet. The model TD-3602 was the first 36-seat, four cylinder diesel engine bus of YC's "round corner" design, and went into production in 1940. Of the last four coaches, Nos. 8607, 8612, 8614 and 8615, the whereabouts of only one is presently known; the 8615 is now No. 32 of DOUGLAS BUS LINES in Santa Ana. Another bus of this series of 22, the 8608 (TD-3602/056), is owned by the UNITED TRANSIT BOOSTERS and is presently on display at the ORANGE EMPIRE TROLLEY MUSEUM in Perris, California. Plans include restoring the coach to operating condition, as soon as funds are available.

CLUB NEWS

MEETING NOTICE

The May regular meeting of the UNITED TRANSIT BOOSTERS will be held on Sunday evening, May 14, 1967. The June regular meeting will be held on Sunday, June 11, 1967. Both meetings will be convened at 8:00PM, on their respective dates, in the studio-auditorium of the Gary-Knause Apartments, which is located at 245 South Lucas Avenue in the Crown Hill section of Los Angeles. To reach the meeting by public transportation, board a SCRTD Line 4--MELROSE AVENUE bus northbound on Hill St. in downtown Los Angeles (or elsewhere, at your convenience), ride to Third and Lucas, disembark, and walk one block north. The building in which the meetings will be held is located on the northwest corner of Miramar and Lucas.

NOTICE OF INTENTION TO PUBLISH MEMBERSHIP LIST

In accordance with a motion passed at a recent business meeting, a list of the names and addresses of all paid-up members will be prepared by October of each year, and will be distributed only to currently paid-up members. The list will be for the benefit of members only who may wish to get in contact with other members having similar interests. Any member who does not wish his name and/or address to appear on such a list shall notify the General Manager of his wishes, in writing by September 1 of each year.

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 $3.00 per calendar year. Price for single issues is 25¢ each.

UTB membership dues are:

Regular $4.00
Equipment Preservation Class $6.00

Both are on a calendar year basis.

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CALIFORNIA (CONTINUED)

AIRPORTRANSIT (APT)

LOS ANGELES: This baseball season, APT is operating scheduled service to the Anaheim Stadium for all California Angels home games. Service is provided from the Continental Hotel on the Sunset Strip, Hollywood Roosevelt Hotel in Hollywood and from the Biltmore and Statler Hilton hotels in downtown Los Angeles.

SAN DIEGO ECONOMY LINE (SDEL)

LAKESIDE: The roster of the month for April is SDEL. SDEL operates in San Diego County between downtown San Diego and Homeland, a suburb to the west of

CALIFORNIA CAPITULATIONS--SDEL (CONTINUED)

the city. At one time, SDEL absorbed the operations of the EL CAJON VALLEY LINE, and operated several local lines in the El Cajon Valley. Now, however, the company is down to one route; take-over by the new San Diego transit district is expected soon after that body assumes operation of the SAN DIEGO TRANSIT SYSTEM. Below is a list of equipment owned by SDEL over the past ten to fifteen years; only one bus is required for the present service.

Bus No.	Builder	Model/Serial Number	No. of Seats	Year Built	Comments
39	G. M. Coach	TG-3607/013	36	1944	Ex-Butte City Lines via San Diego Transit System; deiselized.
70	Ford Transit	09-B/????	27	1940	Ex-Southern California Transit Company.
71	Ford Transit	09-B/????	27	1940	Ex-SCTCo.
72	G. M. Coach	TD-4506/???	43	1945	Ex Pacific Greyhound, no center door.
73	G. M. Coach	TG-3607/018	38	1944	Ex-San Diego Transit, no center door, deisel.
74	G. M. Coach	TDH-4512/062	45	1953	New to SDEL.
75	Yellow Coach	TD-4001/123	41	1941	Ex-San Diego Transit System 112
76	Yellow Coach	TD-4001/053	41	1940	Ex-San Diego Transit System 105
77	G. M. Coach	TD-4007/381	41	1946	Ex-San Diego Transit System 167

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (SCRTD)

LOS ANGELES: In mid-May, SCRTD will inaugurate an entirely new service between the San Fernando Valley and U.C.L.A./Westwood, to be known as Line 88--SAN DIEGO FREEWAY FLYER. Such a line has been under study for several years, but has not been placed in operation previously.

It may be recalled that the LOS ANGELES METROPOLITAN TRANSIT AUTHORITY's 1962 San Fernando Valley route revisions contemplated through service to Brentwood and/or Beverly Hills via Sepulveda Pass, as an extension of Line 19--SHERMAN OAKS-VAN NUYS-SAN FERNANDO. Establishement of this service was deferred, however, due (at least partly) to the lack of equipment capable of negotiating the route then available. (Ed. Note: The grades on Sepulveda Blvd. up through Sepulveda Pass were too long and steep for automatic transmission buses.) Line 19 was (in 1962) terminated, for the time being, on Sepulveda Blvd., just south of Ventura Blvd. Subsequently, the plan was dropped, Line 19 discontinued, and its service along Sepulveda south of Van Nuys (Victory Blvd.) was abandoned.

Interest in the possibility of service between the Valley and Westwood was revived following completion of that portion of the San Diego Freeway connecting the two areas. Preliminary studies were made, but no action was taken because cost and revenue estimates were not encouraging. Meanwhile, PACIFIC SCENIC LINES (primarily a charter and school bus operator) applied to the City of Los Angeles for authority to operate between the Valley and U.C.L.A. (No certificate from the state Public Utilities Commission would

CALIFORNIA--SCRTD (CONTINUED)

be needed, since the route would be entirely within the City.) Once PSL's service had been started, the SCRTD would be precluded from establishing a competing service without PSL's consent.

At the District Board's meeting of April 4th, the new line was authorized, with service to commence with the opening of U.C.L.A.'s fall quarter in September. The route will be from Van Nuys Blvd. & Sherman Way via Van Nuys Blvd., Ventura Blvd., San Diego Freeway, Sunset Blvd., Hilgard Ave., LeConte Ave., and Westwood Blvd. to Westwood Blvd. & Wilshire Blvd. Full day-time service will be operated, six days a week. The schedule calls for three buses during the weekday base period and all day Saturday, on an hourly headway with 51 minute running time. Weekday rush hour service will take five buses on a 30 minute headway with 57 minute running time. Fares will be 65¢ from Van Nuys to U.C.L.A. and 73¢ to Westwood Village, with proportionally lower fares to and from intermediate points.

Not to be out-done by SCRTD, PACIFIC SCENIC LINES started their service on April 3rd--for U.C.L.A. students only. (It is their contention that such student-only operations are exempt from regulation, even though individual fares are collected directly by the carrier.) A G.M. PD-4106 makes two round trips daily on PSL's route.

It didn't take RTD long to move the effective date of their service to on or about May 15th! This was done, supposedly, to serve the summer quarter at U.C.L.A. and summer beach travel, but should find Line 88 running before PSL has a chance to obtain its sought-for common carrier status.

The La Crescenta leg (route 56L) of Line 56--LOS ANGELES-SUNLAND has been rerouted on account of plans for the construction of a mall along part of Honolulu Ave. in the Montrose area. The new arrangement will leave only a single running lane in each direction, not considered adequate for RTD's needs. Both legs of Line 56 now follow a common route via Montrose Avenue to La Crescenta Ave. The new 56L route through this area duplicates a one-time route 56A, which was discontinued on December 29, 1963.

Here are further details of the fare and transfer changes that were effective April 16th:

Contrary to our previous report, a passenger boarding the wrong bus (either the wrong line or the right line in the wrong direction) can not obtain a free transfer to rectify his error, but must pay the 5¢ transfer charge. One who is on the right bus, but has been carried past his stop can, however, be issued a free transfer with which to ride back.

A new 5¢ hand-collected cash fare receipt has been introduced for use when the transfer charge is collected when zone checks are picked up. The same form HFR-5 is also issued for additional zone collection by hand on student's fares.

As dated and suburban transfer forms are revised, a box marked "EXT" will be provided immediately to the left of the box with the black star. All free transfers are to be punched in that place, regardless of whether or not the "EXT" box actually appears there. Those transfer forms that have coupons, if issued free, are issued with the coupon removed. In addition, free transfers issued on short line trips are punched in the "SHORT LINE" box, or on Limited, Express or Flyer trips, in the black star box.

CALIFORNIA--SCRTD (CONTINUED)

Free transfers can not be honored on other than the issuing line, except in cases of emergency diversions, accidents, or breakdowns. Transfers issued under such circumstances are, or course, to be punched "Emergency". Transfers issued to permit a passenger who has been carried past his stop to board a bus of the same line in the opposite direction are to be punched twice in the "Emergency" box.

A passenger holding an interurban ticket (Machine, roll, or write-in skeleton) may use it on a local line for a 25¢ inner zone fare or 25¢ toward a multiple zone fare to the inner zone, pay the 5¢ transfer charge, and obtain a transfer. The operator will punch the ticket in its local portion and return it to the passenger. A ticket so punched will be accepted on interurban lines only if accompanied by a vilid transfer good in the inner zone or an additional 25¢.

The new transfer form issued by interurban lines 33, 34, 36, 37, 52, 53, 55, 57, 58, 60, 63, 68, 69, 71, 72, 118, 120 and 178 to Los Angeles local lines is "Form LOC-1". It has no coupon, but does have "1-X" and "2-X" spaces.

There has also been a major change in determining the time limit for transfers. Previously, the general rule called for not less than one hour and 40 minutes nor more than two hours to be allowed from the issuing trip's terminal leaving time, but there were several exceptions for long lines. Under the new rule, not less than one hour, 40 minutes nor more than two hours is to be allowed after the arrival time at the next scheduled terminal. This rule applies uniformly to all lines, both local and interurban.

Lines 13--LOS ANGELES-CULVER CITY-PLAYA DEL REY-EL SEGUNDO and 51--LOS ANGELES-INTERNATIONAL AIRPORT-REDONDO BEACH now use revised transfer forms SB-1 and TM-5. New forms 56-I and 56-O have been introduced for use by Lines 19--GLENDALE-MONTROSE-LA CANADA and 56--LOS ANGELES-SUNLAND. Forms JT-9 and JT-13 have been eliminated in the process. Child fares have been discontinued on these lines, but commutation and interurban tickets of all values will continue to be honored.

PACIFIC SCENIC LINES (PSL)

VENICE: PSL inaugurated its new student-only bus service (mentioned on preceding pages under SCRTD) on April 3rd between U.C.L.A. and the San Fernando Valley. An ad appearing in the April 5th issue of the UCLA Daily Bruin is reproduced below:

VALLEY BUS SERVICE!!
Starting April 3rd
PACIFIC SCENIC LINES
will inaugurate bus service between portions of the
San Fernando Valley and the UCLA campus
until approval of our application to the city for permits to operate as a common carrier this service will be available to students only

(Note: the schedule appeared here in the ad, but due to lack of space, it is presented on the next page.)

Fares: Single one way $.75, Single round trip $1.25
Ten ride commuter book (five round trips) $5.00
SPECIAL OPENING WEEK RATE. April 3, 1967 through April 7, 1967--Any one way ride $.50. After April 7, 1967 regular fares.

CALIFORNIA--PSL (CONTINUED)

	To UCLA Read Down		From UCLA Read Up	
Ventura & Reseda, SE corn.	Lv.6:40A	-----	Arr.-----	arr.6:20P
Ventura & White Oak, SE corn.	6:45A	-----	-----	6:15P
Ventura & Balboa, SE corn.	6:50A	-----	-----	6:10P
Ventura & Haskell, SE corn.	6:55A	-----	-----	6:05P
Ventura & Kester, SE corn.	7:00A	8:03A	4:55P	6:00P
Ventura & Van Nuys, NE corn.	7:05A	8:05A	4:52P	5:58P
Van Nuys & Burbank, SE corn.	7:09A	8:09A	4:50P	5:55P
Victory & Van Nuys, NW corn.	7:12A	8:12A	4:46P	5:50P
Sepulveda & Victory, SW corn.	7:15A	8:15A	4:42P	5:45P
Sepulveda & Magnolia, NW corn.	7:18A	8:18A	4:38P	5:42P
Sepulveda & Ventura, SW corn.	7:23A	8:23A	4:35P	5:40P
McGowan Circle	Arr.7:45A	8:45A	Lv.4:15P	5:15P

Commuter books may be purchased after April 7th either at the ASUCLA store or from the bus driver

PACIFIC SCENIC LINES, 1611 Election Ave., Venice Phone 870-0233
(Note: The correct street is Electric Avenue, not "Election".)

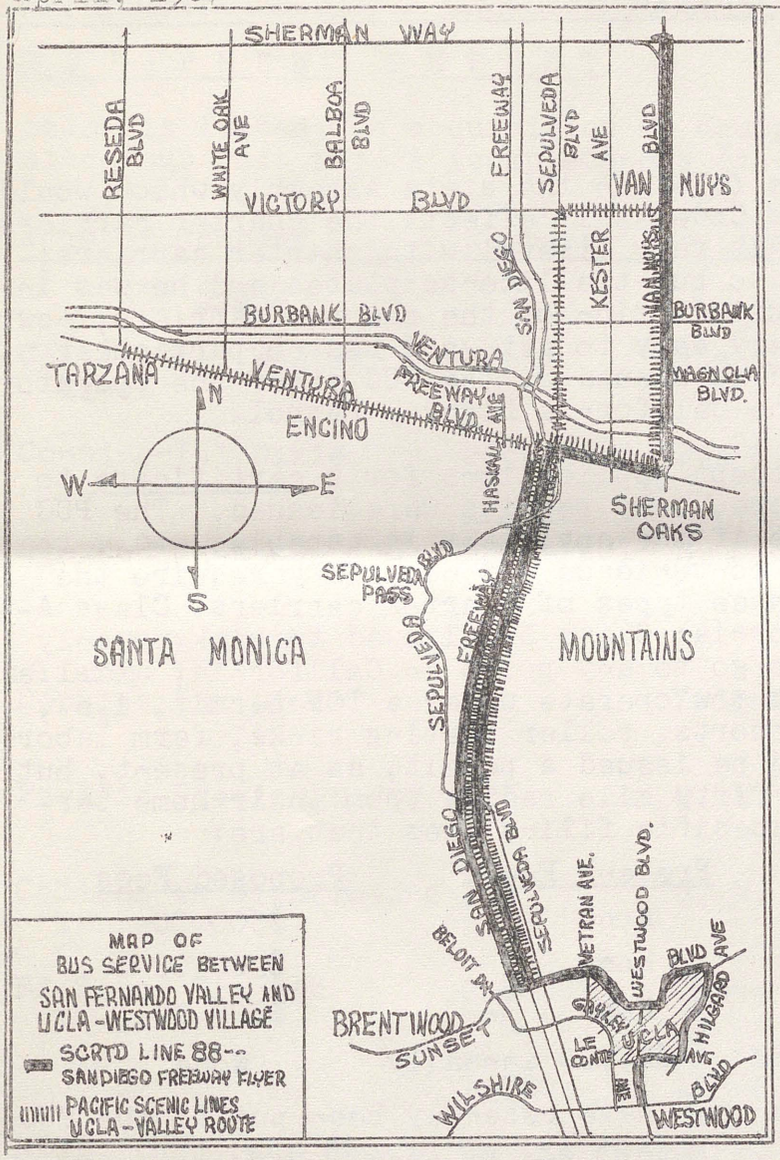
PSL, a Venice based charter operator also operates other student-only services, on which Ex-SCRTD transit coaches are used. The company is owned by DARRELL HARVEY, who also operates HARVEY BUSES, which provides school bus service. In a recent interview in the Los Angeles Times, PSL charter manager VIRGIL STROUD expressed some unhappiness with recent action of SCRTD in setting up a competing line only after PSL had started theirs. PSL had started making plans for a UCLA-Valley bus line ten years ago when the first surveys were taken by them. Although both PSL and SCRTD have apparently been taking surveys for some years, apparently neither heretofore felt that such a line would be financially profitable. Mr. Stroud indicated that their final survey's indicated that, although a loss would be incurred during the first month, a "terriffic" response was expected for the summer and fall quarters.

We aren't exactly sure who moved first, as both carriers seem to have been studying the situation for some time. We suspect that PSL was aware that SCRTD would have prior rights to any new operation in Los Angeles County, but finally decided that RTD wasn't interested, and so applied for the route. But RTD decided to run a similar line also; when they learned of PSL's application for a certificate from the City, moved the effective date of the service to mid May, so that their route could be in operation before the red tape involved in obtaining a certificate could be cut through. Plans for obtaining such a certificate have now temporarily been shelved; perhaps if SCRTD's line proves unsuccessful (it is being instituted on a one-year's trial basis) then perhaps PSL will be able to more in.

The only other regularly scheduled transit operation through Sepulveda Pass was provided by PACIFIC GREYHOUND LINES, who operated a local bus line via the pass between Santa Monica and Van Nuys, using model TDM-4506 GM buses; this operation was discontinued in the early 1950's.

SANTA BARBARA TRANSIT COMPANY (SBTCo)

SANTA BARBARA: SBTCo has received California Public Utilities Commission approval to cease transit operations. The SANTA BARBARA METROPOLITAN TRANSIT DISTRICT will take-over supervision of the transit service, which temporarily will be provided by SBTCo personnel and equipment. SBMTD has entered into a



CALIFORNIA--SBTCo (CONTINUED)

contract with the firm to pay them 57½¢ per passenger mile and collect all passenger fares for an interim period, until it (SBMTD) can finance a new system with the help of a federal grant. The district plans to levy a maximum five cent tax starting this July 1st to raise more revenues.

SANTA CLARA: DIAL-A-BUS is a new experimental bus service being provided in the North Santa Clara-Sunnyvale-Alviso-Agnew area under a $2500 War on Poverty grant by the Santa Clara-Sunnyvale Area Service Center. All you have to do is dial 295-1616 and a ten passenger Ford Econoline will be around to pick you up. The radio equipped "little blue bus" makes its rounds seven days a week from 6:00AM until 10:00PM. The service area covers El Camino Real as far as State St. in Alviso, on the north, and roughly between Lawrence Expressway, Guadalupe River and De La Cruz Blvd. Also included are Lakewood Village, the San Ysdro housing tract and the Greyhound and Southern Pacific depots in Santa Clara; this district is divided into five sub areas. Fares are 25¢ for adults and 15¢ for children within one area, and 50/25¢ for multi-area rides. The service will last through June and then be evaluated to determine the need for this type of public transportation. An interim study of the effectiveness of the system showed that during March an average of $7.00 per day was collected on the bus.

SACRAMENTO TRANSIT AUTHORITY (STA)

SACRAMENTO: STA has applied to the federal government for funds to test a new crosstown bus service with a special stop at the site of the new California Exposition, opening in June, 1968. 50,000 persons used STA buses to the old state fair site during its exhibitions this year; officials expect a greater patronage turnout next year.

A new route map, which is the first issue to embrace all of the old SUBURBAN TRANSIT LINES' routes in one map, has been issued by the Authority. The map also displays STA's new emblem, which is a circle with "STA" inside, with tread marks tangent to it, indicating a tire.

The last seven G. M. Coaches acquired from SUBURBAN TRANSIT LINES have now been sold to an operator in Fairbanks Alaska.

ADVERTISING RATES: Classified, 25 word minimum--1¢ per word.

CALIFORNIA (CONTINUED)

PUBLIC UTILITIES COMMISSION (PUC)

Back in February, a bill (AB-617) was filed in the state Assembly which would amend and add to the Public Utilities Code as it affects the charter carriers in California. Presently, the state is very liberal with charter carriers; up until 1962, all one had to do was to buy the license plates and he was in business. Then, the PUC took-over jurisdiction of the charter carriers; now one must obtain a permit, which is very easy to get, and has no particular value. It costs $25.00 per year, and is issued by the PUC after the operator has had his equipment inspected by the California Highway Patrol.

Under this new bill, the PUC would accept applications for a certificate to perform charter operations. Heretofore, only permits were issued. The PUC will then hold a hearing to determine if the applicant is capable, etc., to conduct such services and the public convenience and necessity require the proposed services. There would be three types of charter carriers: Class A--allowed to pick-up anywhere in California; Class B--allowed to pick-up only within a certain geographical area to go to any point in California; Special Permit ---issued to a specific business that now operate under a TCP permit, i.e., motels that transport to and from airports, roller skating rinks, farm labor contractors and the like. They would be issued a permit, as at present, but in any case would be limited to only fifty mile radius from their home terminal. The Assembly Bill calls for specific filing fees that are:

	Present Fees	Proposed Fees
For Class A carrier	None	$500.00
For Class B carrier	None	$200.00
Special Permit	None	$100.00
TCP Permit	$25.00 annually	None

PUC MATTERS Listed below are matters that have recently been put to the PUC or disposed of by that body.

Carrier	Date	Description
M&M Charter Lines		Action against GRAY LINE TOURS CO. (GLOLA) to decist from operating between Long Beach and Hollywood Park (decision No. 71790).
Ventura County Transp. Company.		For certificate to operate between Ventura and the Los Angeles International Airport.
American Transit, Inc. (Santa Monica)		To revise and reroute sightseeing tours in Southern California.
San Diego Economy Line		Permission to extend service into College Grove Shopping Center (decision No. 72002).
Desert Stage Lines		Denied permission to operate between Twenty-Nine Palms Marine Base and Palm Springs.
Orange Belt Stages (Visalia)	March 28	Authorized to increase passenger fares and express charges.
Moyers Stages (Fresno)	March 29	Request to increase passenger and express rates between Fresno and Sanger.
Transcontinental Bus System, Inc.	March 28	Request to extend service between Oakland and Castro Valley as an alternate route.

EQUIPMENT REPORT

Below is listed the acquisition of equipment that has come to our attention since our last report (completeness is not to be inferred).

Name of Company	Coach Numbers	Builder	Model/Serial Numbers	Comments
NEW BUSES				
Continental Western Lines	4761	Bus & Car	Silver Eagle/????	
Continental Dixie Lines	2780-2783	Bus & Car	Sil. Eg./7109-7112	
Greyhound Lines, Inc.	2267-2281	M. C. I.	MC-5A/6537-6551 (Unit #6023-6037)	Additional information
USED BUSES				
Douglas Bus Lines	32	Yellow	TD-3602/063	Ex-Pasadena City L. 8615
Pacific Scenic Lines	125	G. M. C.	PD-4106/???	Ex-Arizona Bus Lines
California Sightseeing Tours	117	G. M. C.	PD-4104/????	Ex-??
El Torro Transit Lines	218	Crown	DE-150-11/32224	To correct previous entry (see note)
	226	Crown	DE-150-11/?????	
	---	Southern	836M/3310	
	1356	ACF-Brill	C-44/351	

NOTE: (Red face dept.) In the February, 1967 issue we erroneously listed four ETTL buses as having been sold to Golden West Transit Lines. ETTL's two routes (SANTA ANA-EL TORRO and SANTA ANA-GARDEN GROVE) were indeed sold to GWTL, however GWTL did not take any of ETTL's equipment, but purchased two buses, one from the Southern California Rapid Transit District and one from Atkinson Transportation Company. Apparently, ETTL is still in the charter bus business, and is using these vehicles for that purpose. The Yellow Coach TD-4502 listed as going to GWTL was also in error, however it does not now seem to be included on the ETTL roster.

WASHINGTON

SPOKANE CITY LINES (SCL)

SPOKANE: SCL and the amalgamated Transit Union have signed a new one-year wage agreement which includes a five cent hourly raise retroactive to January 16th, and another nickel raise to be paid starting on July 16th. Vacation benefits have also been Improved.

MONTANA

GREAT FALLS: Voters in this Montana city will soon be asked to approve a measure allowing the city to levy, if necessary, a one-half mill ($.0005) tax

MONTANA--GREAT FALLS (CONTINUED)

to defray costs of deficit operation of a new transit system. The levy is part of a federal requirement to back up a new bus system that may be instituted here with federal assistance. The tax would produce about $22,500.

C O L O R A D O

DENVER-BOULDER BUS CO. (D-BBCo)

DENVER: Below is a roster of D-BBCo, supplied by the MOTOR BUS SOCIETY via Eli Bail.

Coach Numbers	Builder	Model/Serial Numbers	Comments
26-27	Mack	97-D/15-16	To Embree Buses (Pasadena) 499-500
28	Mack	97-D/17	
29-31	Flxible	2362--DD1/10417-10419	
32	Flxible	2362-DD1/10579	
33-34	Flxible	2362-DD1/10576, 10575	
35-38	G. M. Coach	PD-4106/2520-2523	
39-40	G. M. Coach	PD-4106/2947-2948	
41-42	G. M. Coach	PD-4107/165-166	

COMMENT: The following are the views of one of our staff writer's, and do not necessarily reflect those of this publication or the United Transit Boosters:

This observer has always looked with disfavor on any absence or curtailment of free transfer arrangements between the various routes of an urban transit system. The passenger who must use two or more vehicles for a single journey from one point to another is already penalized (in many cases, at least, as a result of historical accident that led to the various route segments being combined in one manner rather than another) once, and making him pay a second fare or a transfer charge for the inconvenience is adding injury to insult.

To SCRTD's credit, they have made a serious and, we believe, successful effort to make the new 5¢ transfer worth more than the former free transfer. Local-and-interurban transfer arrangements, stopover privileges, and the extended time limit are all to the passenger's advantage. The new system works to the disadvantage of those passengers who must use two or three buses (all on local lines) to make a daily home-to-work journey, but we believe that our overall transfer system, even with the 5¢ charge, still compares favorably with those to be found in most other large U. S. cities.

There is one very serious fault that we find with SCRTD's recent changes. Notices were posted dutifully, of the 5¢ transfer charge, but there was little or no effective publicity of the sugar coating that accompanied the bitter pill. How many passengers know, for example, that after paying the 5¢, they can now make a stopover along the way and then reboard the same line? Even the "fine print" on the transfer backs did not indicate their new conditions. Frankly, we expected at least a little of the sort of merchandising that might accompany the introduction of a "GIANT 10¢ SIZE" candy bar that is almost as large as the 5¢ size of a few years ago.

--Lazear Israel

(Ed Note: If any of our readers have any intelligent opinions or views on the above subject, or any subject related to city/suburban transit, that they would like to see published, they are invited to submit them. Publication will be predicated upon available space. GLS)