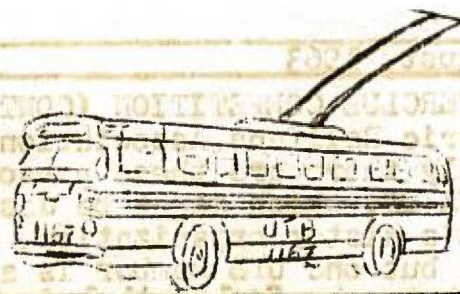


THE BOOSTER



Vol. 1, No. 1

August, 1963

Ten Pages

UNITED TRANSIT BOOSTERS FORMED

On Sunday, July 21, 1963, a group of persons interested in the mass movement of people in intra-city transportation, regardless of type of vehicle, (streetcar, trolley coach, motor coach or rapid transit) formed an organization, the purpose of which is to promote the use of transit and to learn of the characteristics of the transit industry.

Although the first transit enthusiast group that we know about in the western part of the country, the United Transit Boosters is NOT the first such organization in the United States. Two such organizations already exist in the east. The first group, started in 1958 and yet unincorporated, is the New York based Transit Promotion Association. The other group, incorporated in 1961, is the Chicago based Omnibus Society of America, Inc. Both of these groups have interests, and aims similar to UTB.

At the UTB organizational meeting an informal structure was agreed upon in which organizer Gerald L. Squier was appointed to a post entitled General Manager, with power to transact all business, and to appoint others to such committees or posts as may be required. Also at the meeting the following policies were adopted: Although UTB is interested in all forms of Transit, and although it advocates no particular vehicle over another, in view of the fact that there are other organizations in UTB's home region that concentrate on Transit by rail, it was decided that UTB should concentrate on trolley and motor coach operations. In line with this policy, it was decided that all persons having an interest particularly in bus-

ses, and who are interested in the Transit Industry would be eligible for membership in UTB. Dues are \$2.00 for membership, entitling one to a voice in the organization, to the monthly publication THE BOOSTER and to a discount on UTB excursions.

This, the first issue of THE BOOSTER, is being mailed to a large audience, in an attempt to reach all persons potentially interested in UTB. In a discussion with Omnibus Society President, Richard Kunz, on the subject of where can you find busfans, we agreed that a good many of them are to be found in railfan groups--but afraid to let their interest be known, or unaware of where to contact busfan groups. Thus in an effort to reach these people, the first large mailing was decided upon.

* * *

INTERCLUB COMPETITION--ANTAGONISM TOWARD BUSES--UTB POLICY.

For some reason, there exists in railfan groups an antagonism toward busses and similarly, busfans. It may be interesting to note that the converse is not true. Even in the definitely pro-bus Motor Bus Society, as could be noted in back issues of their publication, MOTOR COACH AGE, there is no derogatory mention of the streetcar, the only mention being in the historical observation of the development of existing bus systems. In the transit fan groups, such as the Omnibus Society, in their publication TRANSIT, the subject of the streetcar is handled with much respect. Except for one issue of TRANSIT per year, which is devoted to rapid transit, however, OSA does not deal too greatly with the details of streetcar or rapid transit--this they leave up to their sister organization, the Central El-

(Continued on Page Two, Column One)

INTERCLUB COMPETITION (CONTINUED)
 oetric Railfans Association. Apparently there are those persons in the ERHA-SC, which might be described as UTB's sister organization, in that all but one UTB member is a ERHA-SC member, who feel negatively toward UTB. With all of this ill-feeling against us, one such person so-feeling told me that he thought I was ahead of my time! This is, of course, the reaction one usually gets when he attempts to change social customs of a group. Richard Kunz of OSA tells me that he had the same problem when he was forming the Omnibus Society. Now, however, the OSA has been completely accepted by CERA, and as I noted at the June CERA meeting in Chicago that I attended, there is no antagonism at all toward OSA or its members.

The United Transit Boosters' has no intention of competing with current railfan groups, nor to advocate the abolition of the streetcar. The UTB now has no ill-feelings toward any railfan or railfan group, and has no intention of developing any such ill feelings. However, if these persons still wish to harbor ill feelings toward UTB, this is their constitutional right--they may feel as they please.

A great deal of controversy was noted regarding a comment made by me in my column, Transit Talk in the ERHA-SC publication, Timepoints. The controversy was over my requirements for members in the then-proposed organization. My statement was that we did not want as members persons who enjoyed cussing out transit officials or damaging transit company property. It was charged that in making this statement, I was dealing in personalities. To clarify the situation, these requirements were listed for the following reasons: In the furtherance of our activities, we will have to deal with transit company officials, and we would not get too far in our negotiations if one of our members had already created a bad impression of the club. Secondly, one of the purposes of the UTB

THE BOOSTER is published by the United Transit Boosters at 829½ N. Hayworth Ave., Los Angeles, Calif., 90046, free to members and \$2.00 per year to others.

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 LAMTA News Editor Ed Buckley
 California News Editor Warren Quon

UTB Officers:

General Manager Gerald L. Squier
 Assistant General Manager Ed Buckley

is to promote the use of transit. One of the things that can drive a transit patron to his auto is bad or damaged Transit equipment. Thus these restrictions were placed on prospective members, not to bar certain persons from membership, but to insure the success of UTB, and to stay in line with its policies.

We at UTB do not expect that all of the "died-in-the-wool" railfans will join with us in our study of the motor and trolley coach industry. If it is your conviction that the streetcar is THE Transit vehicle, and that the bus has absolutely no merit or interest to you at all, then to join us would be a compromise of your convictions--something I would ask no person to do.

To sum up, then, the reasons that this, the first issue of THE BOOSTER, is getting such a wide initial circulation among railfans are: (1) to reach those persons who might have some interest in busses, for the purpose of letting them know we exist; and (2) to let the railfan groups know that we have no plans or desire for inter-club competition or ill-feelings. In short, we're not asking that you join us, just accept us.

Address all correspondence to:
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 Los Angeles, California 90046

THE LAMTA MONTH

by Edmund Buckley

(Ed. Note: This is to introduce you to our LAMTA News Editor, Ed Buckley. Ed attends all of the MTA meetings and keeps up on all operational changes that LAMTA makes. Thus Ed being one of the foremost non-employee authorities on LAMTA, it is only natural that he should be in charge of the LAMTA news department.)

VALLEY SERVICE CHANGES

On June 23rd, LAMTA "updated" last year's "Transit Service Explosion" by instituting a new Freeway Flyer, expanding another flyer, and adjusting other services. Of the original 35 miles of new service that was instituted in November, 1962, 29 miles were retained. Recombination of some lines accounted for the main service changes.

The revised Valley routes are:

- 14--NORTH HOLLYWOOD-BURBANK-VALLEY PLAZA. Service on Magnolia Blvd. remained the same, but this line was extended to Valley Plaza, via Victory Blvd. to take over that service from the former Line 87. This is the same route that was followed before 11/18/62.
- 15--SAN FERNANDO-OLIVE VIEW-U. S. VETERANS' HOSPITAL. No changes in schedule or routing on this line.
- 16--NORTH HOLLYWOOD-SUN VALLEY-ROSCOE BLVD. Service between North Hollywood and Canoga Park remains the same on weekdays. On Saturday, the line operates between Sun Valley and North Hollywood only. Saturday patronage was always extremely light along Roscoe Blvd.
- 21--CULVER CITY-HOLLYWOOD-LOCKHEED-BURBANK. No route or schedule changes occurred--increased patronage is probably the reason.
- 24--LOS ANGELES-SAN FERNANDO. The extended routing along Glenoaks Blvd. proved favorable and has been retained. The only significant change was in the schedule. Included is the addition of a 6:25 AM outbound trip to Burbank just before the 6:30 AM through trip to San Fernando. Evening service was reduced from a 60 minute headway to the former 90 minutes.
- 35--WEST VALLEY FREEWAY FLYER. The original Valley Flyer was converted to an all day operation. Service hours are now 6:03 AM to 7:42 PM. Flyer service to Canoga Park and Woodland Hills was eliminated for lack of patronage. Local service on lines 81 and 86 replaced the Flyer service.
- 39--LOS ANGELES-GLENDALE-BURBANK. Service to Glendale and Burbank, along Glendale, Brand and Glenoaks Blvds. remains the same.
- 74--NORTH HOLLYWOOD-VAN NUYS-SAN FERNANDO. Except for an extension to San Fernando Valley State College, the route of this line remains the same. However, the first outbound (to San Fernando) morning trip, and the last inbound evening trip have been dropped. The last through trip from North Hollywood to San Fernando now leaves at 6:06 PM.
- 81--PASADENA-HOLLYWOOD-VENTURA BLVD. Service from Pasadena and Hollywood to Woodland Hills was retained, but now terminates slightly later. The Reseda-Canoga Park leg (81V) has been eliminated beyond Tarzana. All day service on line 35 now serves Reseda Blvd. from Tarzana to Reseda, and line 86 now serves Van Owen St. from Canoga Park to Platt Ave. The route along Van Owen St. between Reseda and Canoga Park has been dropped.
- 86--LOS ANGELES-BURBANK-NORTH HOLLYWOOD-VAN NUYS-CANOGA PARK. This line is an extension of the former LOS ANGELES-BURBANK-NORTH HOLLYWOOD line.

(Continued on Page Four)

THE LANTA MONTH--VALLEY SERVICE CHANGES (CONTINUED):

It has been extended beyond North Hollywood via Lankershim Blvd., Oxnard St., Laurel Canyon Blvd., Victory Blvd., Van Nuys Blvd., Sherman Way, Topanga Canyon Blvd., Van Owen St., and Platt Ave. to Victory Blvd., taking over portions of former lines 35V, 81V, 93A and 93V. The Platt Ranch area patrons now have direct service to Los Angeles six days a week and cross valley service to Burbank. Sunday service between Canoga Park and North Hollywood also was retained.

86F--GOLDEN STATE FREEWAY FLYER. This, a new line for the Valley, uses portions of four freeways during its trip--a true freeway flyer. The line provides service over the Pasadena, Golden State, Ventura and Hollywood Freeways for residents of North Hollywood, Van Nuys and Reseda. In the morning, all trips originate at Van Nuys; but terminate in Reseda at night. Inbound to Los Angeles, the line follows the route of line 86 to Lankershim and Magnolia Blvds. in North Hollywood, thence via Magnolia Blvd. and the four freeways into town.

90--SAN FERNANDO-STUDIO CITY-VAN NUYS. Portions of former lines 19 and 90 have been combined into the longest loop line in the system. The line begins in San Fernando, and travels via Laurel Canyon Blvd., thru Pacoima, Valley Plaza, North Hollywood and Studio City, then along Ventura Blvd. and Riverside Dr. to Sherman Oaks, and up Van Nuys Blvd. to Victory Blvd., Van Nuys; and finally out Victory Blvd. and up Sepulveda Blvd. to San Fernando.

93--LOS ANGELES-NORTH HOLLYWOOD-VAN NUYS-PACOIMA. This service remains the same between downtown L. A. and North Hollywood. From the latter point, all trips then go via Chandler Blvd., Van Nuys Blvd., Chase St., and Woodman Avenue to Plummer St. in Panorama City. Here, the line branches; with one leg operating via Plummer St. to the Sepulveda Veterans Administration Hospital, the other to Pacoima and Lakeview Terrace generally via Van Nuys and Foothill Blvds.

93F--CENTRAL VALLEY FREEWAY FLYER. This flyer uses the Hollywood and Ventura Freeways, Van Nuys Blvd., Chase St. and Woodman Ave. to Plummer St. At this point, line 93F (as line 93) branches, but only in the AM peak. There is one trip from the V. A. Hospital, two from Pacoima and three from Panorama City in the morning. In the evening, all trips terminate in Panorama City.

SCHEDULES--Valley lines are now operating on the following headways:

<u>Line No.</u>	<u>AM Peak</u>	<u>Base</u>	<u>PM Peak</u>	<u>Saturday</u>	<u>Sunday</u>	<u>Note</u>
14	30	30	30	60	--	
15	60	60	60	60	60	
16	60	60	60	60	--	(1)
21	30	30	15	60	60	
24	20	30	20	30	60	
35	8	60	8	--	--	
39	12	30	12	40	60	(2)
74	40	60	40	60	--	
81	30	30	30	30	60	
86	15	30	10	60	60	(3)
86F	20	--	20	--	--	
90	30	60	30	60	--	
93	Freq.	20	Freq.	20	30	
93F	20	--	20	--	--	

- NOTES**
- (1) Saturday service between Sun Valley and North Hollywood only.
 - (2) Only L. A.-Burbank is included.
 - (3) Sunday service between North Hollywood and Canoga Park only.

THE LAMTA MONTH (CONTINUED)

A PRECEDENT HAS BEEN SET

The establishment of line 119--South El Monte Local has set a precedent. This line, instituted at the request of the City of South El Monte and subsidized by them, is the first such operation in LAMTA history. LAMTA is guaranteed \$45 a day under the subsidy which took effect July 8th. Average weekly revenue has been \$75.

A total of seven round trips between El Monte and South El Monte operate Monday thru Friday. Service hours are 9:00 AM to 3:45 PM. One TDH-3610 type coach of the 6601-6657 series is used on the line that begins at Tyler and Valley, and then travels via Tyler Ave., Garvey Ave., Lee Ave., Rush St., Strozier Ave., Fawcett Ave., Tyler Ave., Slack Rd., Durfee Ave., Rush Sts, Mountain View Rd., Peck Rd., Ramona Blvd., Rio Vista St. and Tyler Ave. back to Valley Blvd.--a true loop line.

SIXTH & MAIN STATION TO CLOSE

On October 1, 1963, LAMTA's Sixth and Main Sts. Station, that has been used by Pacific Electric Railway, Metropolitan Coach Lines and Los Angeles Metropolitan Transit Authority since 1911, will be closed to permit demolition of the Los Angeles St. portion of the terminal; and to make way for the \$10 million Greyhound Bus Station to be opened late next year. The new station will be bounded by Sixth, Seventh, Maple and Los Angeles Streets.

LAMTA has leased property, consisting of three parking lots, facing on Main and Spring Sts. between Fifth and Sixth Sts. for use as a temporary bus terminal. They plan to spend approximately \$40,000 to provide for modification, repaving, revision of driveways, lighting, plumbing, and the purchase of four ticket vending machines for use at the new station.

Division 11 (Sixth and Main), once the largest division of the property, will be closed September 15th (the date of the system shake-up) and its operators and coaches will be transferred to Division 1 (Sixth and Central). This will undoubtedly necessitate a division shake-up similar to that of September, 1961, when motor coaches were moved into Division 1 and lines were shifted between Divisions 1, 2 and 11. At that time, operators at the three divisions were able to change divisions if they wanted to, similar to a System Shake Up.

(Ed. Note: Although Ed Buckley endeavors to keep with all LAMTA news, he can not possibly keep up with everything. So, in order to make his coverage more complete, he would appreciate it if our readers would contact him if they have any LAMTA news or rumors. Ed can be reached at 1167 North Serrano Ave., Los Angeles, California 90029.)

* * * * *
 LAMTA NEWS ---

UNITED TRANSIT BOOSTERS' hold their regular meetings, to which all members, guests and interested persons are invited, on the second Sunday of the month, at the various residences of its members. The September meeting will be held at the residence of Lazear Isreal, 936 S. Genessee Ave., Los Angeles, and will be convened at 7:30 PM. Entertainment for the evening will be slides of Chicago Transit Authority rapid transit, trolley coach and motor coach operations. Date: Sunday, September 8th.

CALIFORNIA CAPITULATIONS

by Warren F. Quon

(Ed. Note: This is to introduce another member of our staff, Warren Quon. Warren has ridden on most of the transit operations in California, both in the northern and southern part of the state. He can tell you something about each one of them. It is quite obvious why Warren was selected as California news editor.)

SAN BERNARDINO MUNICIPAL TRANSIT SYSTEM.

SBMTS started a new line, in June of this year. The new route, 10--West Colton-San Bernardino, originates at 3rd and "E" Sts., S. B., and follows "E" St., Rialto Ave., Rancho Ave. and "I" St. to the town of Colton, where it loops via 7th, "H" and 8th Sts. Busses leave downtown San Bernardino at: 8:10 and 9:30 in the morning, and 12:50, 1:40 and 5:10 in the afternoon; they leave Colton at 7:30, 8:30 and 9:50 in the morning, and at 1:10, 2:00 and 5:30 in the afternoon. This operation constitutes a new service, in as much as the area has not had transit service in the past. Patronage is light during the base periods; there is no Sunday or holiday service--in fact there is no Sunday or holiday service of any kind operated by S. B. Muni. at present.

Possible restoration of night and Sunday service on routes 1--34th St., 1--Colton, 2--Shandin Hills, 2--Norton Air Base, 4--Baseline, and possibly others, is being contemplated by SBMTS. This is told to us by several bus drivers, and is to take place no earlier than September, and no later than the end of the year. Under the service improvement, night and Sunday headways would be hourly. Generally speaking, there would be one bus on each line. The new night service is to run until 11:00 PM (at present, the last bus quits at 6:30 PM.)

WESTERN GREYHOUND LINES

WGL has brought down, from its San Francisco Bay Area commuter operations, two GM Coach PD-4151 Silversides for use on its Long Beach-Santa Monica local line. The two coaches replace two GM Coach TDM-4801's 9455 and 9456. Present Long Beach-Santa Monica schedules call for a maximum of six coaches--there are seven busses available for use: 9450-9454, TDM-4801's, and 9321-9322, PD-4151's. The new (to the line) Silversides are equipped with farebox and route-letter roller signs, and were put in service in May, 1963.

WGL has a new bus type. The coach, numbered 2400, is undergoing testing here as a pilot. The new bus is patterned after the Canadian Courier, Challenger coach. Built by a Canadian Greyhound Lines company, Motor Coach Industries, Ltd. of Winnipeg, coaches similar to the 2400 are being built here by Motor Coach Industries Corp. (a division of the Greyhound Corp.) in Pembina, North Dakota. Bodies of the new busses are assembled in Winnipeg and sent to Pembina, N. D., for finishing. Production started early in 1963, and is expected to reach 200 units annually. Greyhound watchers will remember No. 700 was sent here from Canada in June, 1962, for testing.

Even though it is manufacturing its own busses, Greyhound is expected to continue ordering coaches from other manufacturers -- in spite of building its own busses, Greyhound has ordered 475 new PD-4106 from the Truck and Coach Division of General Motors, for delivery by March, 1964.

(Continued on Page Seven)

CALIFORNIA CAPITULATIONS (CONTINUED)

SAN DIEGO TRANSIT SYSTEM

SDTS has applied for a fare raise from 25¢ to 30¢ a ride; 10¢ Shopper Shuttle and 8¢ zone fares would remain the same. The company has also requested that a transit authority be created to take over the Transit operations when the all-bus SDTS system can no longer be run at a profit. Sdts has suffered from suburban shopping centers, which reduced the quantity of downtown bus shoppers. It is also known that the whole city of San Diego has suffered from an economic recession due to the loss of aircraft contracts by Convair.

San Diego service levels are at a new low. When the summer schedules were put into effect, severe cuts were made on the following lines:

T--Crown Point. Weekday, cut to hourly from 45 minutes.

1--El Cajon Blvd. Local. Headways cut from 15 minutes Monday thru Saturday to 20 minutes Monday to Friday and 25 minutes on Saturday. Sunday service remains 25 minutely.

2--30th St. Weekday headways cut from 15 to 20 minutes, as was Saturday, the 45 minutely base service on the Niles and University branch was discontinued.

3--Mission Hills-Ocean View Blvd. Monday thru Friday service to 20 minutes, Saturday service to 25 from the former 15 minute Monday to Saturday headways.

7--University Ave. The busiest line in San Diego received cuts in weekend and evening service of 6-7 to 10 minutes on Saturday, and from 10 to 15 minutes on Sunday.

9--Coronado. Sunday service cut from 24 to 36 minutes.

There was one improvement for summer traffic--line R--La Jolla, was improved to a 20 from a 22-23 minute headway. San Diego's best headways on weekdays (other than line 7 of 10 min., and line 10 of 15 min.) is 20 minutely.

TRAILWAYS' STATION IMPROVEMENT.

For the past two months, Trailways has improved their Los Angeles (6th and Main) bus station. Complete repainting and modernizing has resulted in a larger and more spacious waiting room, clean rest rooms, and a modern loading area. We have heard rumors to the effect that when the new Greyhound-LAMTA station is completed, Trailways would then move into the old Greyhound station at 6th and Los Angeles Sts. We would tend to discard this rumor, however, because of the afore mentioned modernization, and because we believe that Trailways does not have enough schedules to support a larger station, such as Greyhound's 6th and L. A. station. In fact, most of the passengers now using the Trailways station are GARDENA MUNICIPAL BUS LINES patrons. This suburban operator provides a 35-45 minute, and a two hourly owl service on its route 1--Los Angeles-Gardena, between Gardena and Trailways' station. GMBL now loads from Dock 1, instead of Dock 5, as in the past. (Out of town readers: Trailways' station is on the southwest corner of 6th and Main, across the street from the LAMTA station, which is on the southeast corner--Ed.)

SANTA MONICA MUNICIPAL BUS LINES.

(See Page Eight.)

CALIFORNIA CAPITULATIONS (CONTINUED)

SANTA MONICA MUNICIPAL BUS LINES

S. M. Muni, too, instituted summer service cuts. On June 23rd, it cut line 8--Ocean Park Blvd. service from 20 to 30 minutely. Weekday service of 15 minutes and Sunday service of 60 minutes unchanged, as does the 8--Carlyle Ave. portion of the line, with its 30 minute Monday thru Saturday and 60 minute Sunday headways.

SMBL has at least one new fishbowl (dreamliner.) No. 4567 is a GM Coach TDH-4519, serial number 061, (one of GM's second generation new look coaches) and is believed to be the first TDH-4519 in California. The 4567 is frequently to be found in service on line 8, along with the other older model 45 seat TDH-4517 (nos. 4551-4566.)

Late this spring, SMBL moved into a new barn. The all-new facility is located near 5th and Colorado Sts.

Some Santa Monica Muni rumors: A possible fare raise from 15¢ to 17¢. SMBL's last increase a token increase in 1961-62 of from seven for a dollar to six for a dollar. Another rumor is that SM Muni's capable Superintendent, William Farrell has been offered an \$40,000 a year job with the Department of Street Railways, City of Detroit. A similar rumor is that he might run the new Long Beach municipal bus system.

Muni's William Farrell is, in our opinion, one of the most capable in the transit industry. He has run Santa Monica Muni to a 18% passenger INCREASE since 1954. Mr. Farrell has also advised many other California transit operations, such as Culver City, Stockton, Bakersfield, Montebello, etc., etc. While we don't agree with ALL of his recommendations, some most dramatic changes can be expected in any operation that he has managed or advised--usually for the better.

(Ed. Note: Although he is quite active in the field, Warren, like Ed Buckley, cannot possibly know all the Calif. Transit news that occurs. Warren would appreciate it if you readers would contact him if you have any Calif. news that he may not know of. His address is: 1101 West 38th Street, Los Angeles, Calif. 90037)

* * * * *

MOORE CLUB NEWS —

The United Transit Boosters has already planned its first two excursions. They are a trip on Oceanside Transportation System on Saturday, September 7th, using Crown and White coaches (see information sheet for details) and a trolley coach excursion on San Francisco Municipal Railway to be run on Sunday, October 27, the day after the ERHA-SC PCC excursion. Further details gladly supplied by the General Manager.

CHARTER MEMBERS--DEADLINE SEPTEMBER 15TH. The United Transit Boosters' is now accepting dues and applications for membership. Applications received by September 15th and later approved, will qualify the applicant for the status of Charter Member. Remember, it's UTB membership for THE BOOSTER, a discount on excursions, and a vote in the organization.

NATIONAL CITY LINES BUYS 6951's ---

NATIONAL CITY LINES BUYS 6951's. At a recent LANTA board meeting, it was noted that some recently taken-out-of-service busses had been sold to the nation-wide transit firm, National City Lines. The coaches in question are the 20 TD-4507's (serial numbers 136-155) that Pacific Electric bought for Los Angeles Motor Coach in 1946. Originally LAIC 4501-4520, they were renumbered 2619-2638 on PE, and remained such on Metropolitan Coach Lines, but were renumbered 6970-6989 by LANTA. All twenty of these coaches have had their emblems and numbers removed, and been placed in storage at the Glendale City Lines garage, at Broadway and Chevy Chase in Glendale. It has been learned that NCL is to send the TD-4507's to El Paso, Texas, for use on the new Juarez Division of El Paso City Lines. EPCL-NCL is said to have bought out a Juarez operator, and will thus take over his operations. (Only Transportes Chihuahuenses S. de R. L. de C. V. is mentioned in Hitchcocks PASSENGER TRANSPORTATION DIRECTORY as operating in Juarez.)

CHICAGO TRANSIT AUTHORITY--GM's REPLACE TWINS! With the recent retirement of its 1700 series 44S Twin Coaches, which operated on its route 16--Lake St., CTA had to replace the 1948 Twins with 1946 TD-4506 and 1948 TDH-4507 GM Coaches. CTA has available many large capacity coaches of a much more recent vintage, but had to use the smaller width GM's on Lake St. because of the impaired clearance created by the pillars of the Lake St. elevated structure. CTA has about 2600 busses, of which only about 800 are GM's. Until 1961 when it bought 150 GM Fishbowls, CTA had never purchased a GM Coach. Other than the 300 TDH-5301's, the newest GM's that CTA has are the 601-700 series 1950-1 TDH-5103's.

Some material for the above article was taken from The Omnibus Society's publication TRANSIT and THE EXTRA BOARD. For those of you who are interested in keeping up with Chicago area news, we can highly recommend OSA's efforts. Subscriptions or Associate Memberships are available from the OSA at 8805 South Tulley Ave., Oak Lawn, Ill., for \$3.00 a year.

ATOMIC ENERGY COMMISSION ORDERS FLEXIBLE SUBURBAN COACHES. For delivery by March, 1964, the AEC has ordered 27 diesel powered suburban busses for use in Richland, Wash. The new coaches are to seat 53 passengers, and will be similar to Flexible transit busses (e.g., LANTA's 5700, 5800 and 5900 series) except that they will have no rear exit door, nor no standee windows. These coaches are probably the first of Flexible's new suburban model to be ordered.

BI-STATE TRANSIT SYSTEM--NEW FARE STRUCTURE OCTOBER 1st. The Missouri-Illinois Bi-State Development Agency, who took over operation of 15 St. Louis area transit companies on April 1st, will institute a unified fare structure on October 1st. Under the new structure, basic adult fare will be 25¢, with 5¢ added as a zone charge. Other features of the plan include 35¢ on express and special service coaches, a 15¢ childrens fare, a \$2.00 weekly school pass, and a \$12.00 monthly adult pass.

Operating as Bi-State Transit System (BSTS) the Development Agency makes its first service change on October 1st. BSTS has put up much of its old equipment, such as gasoline powered Ford Transit, GMC, Mack, Marmon-Harrington, Ree, Transit, Twin and White coaches, and propane powered GMC, White and Twin coaches, totaling 140 units, for sale.

A SURVEY OF CALIFORNIA TRANSIT COMPANIES

In view of the fact that the United Transit Boosters is located in California and that its main efforts and interests will be centered in that geographic region, it would seem logical to set forth a list of those operations currently in business. For the purpose of the survey, we have divided up the state into nine geographic regions. We will list the operations in each region, as space permits, and conclude the survey in the September issue:

1. SAN DIEGO METROPOLITAN AREA
 - El Cajon Valley Line
 - Oceanside Transportation System
 - San Diego Economy Line
 - San Diego Transit System
 - Western Greyhound Lines
 - San Diego-San Ysidro Local
2. LOS ANGELES METROPOLITAN AREA
 - Atkinson Transportation Co. (So LA)
 - California Coach (Bus) Lines (Riverside)
 - Chino Transit Lines
 - Culver City Municipal Bus Lines
 - City of Commerce Municipal Bus Line
 - Douglas Bus Lines (Santa Ana)
 - Eastern Cities Transit, Inc. (East Los Angeles)
 - Gardena Municipal Bus Lines
 - Hemet Bus Line
 - Highland-Patton Bus Line
 - Highland Transit (San Pedro)
 - Huntington Beach-Santa Ana Stage Line
 - Inglewood City Lines
 - Laguna Beach-Santa Ana Stage Line
 - La Rambla Bus Line (San Pedro)
 - Long Beach Motor Bus Co.
 - Los Angeles Metropolitan Transit Authority
 - Montebello Municipal Bus Lines
 - M & W Bus Lines (Santa Ana)
 - Ontario Municipal Bus System
 - Pasadena City Lines
 - Pomona Bus Lines
 - San Pedro Motor Bus
 - San Pedro Transit Lines
 - San Bernardino Municipal Transit
 - Santa Ana Bus Service
 - Santa Ana-Garden Grove Bus Line
 - Santa Monica Municipal Bus Lines
 - South Los Angeles Transportation Company
 - Terminal Island Transit Company
2. LOS ANGELES (CONTINUED)
 - Torrance Municipal Bus Lines
 - Union Pacific Stage Company (LA)
 - Village Bus Lines (Palm Springs)
 - Western Greyhound Lines (Long Beach-Santa Monica Local)
 - Wilmington Bus Lines.
3. SOUTHERN DESERT AREA
 - Economy Transit Lines, Inc. (El Centro)
4. CENTRAL COAST AREA
 - Citizens Transit (Ventura)
 - Oxnard Municipal Transit
 - Santa Barbara Transit Company
5. SAN JUAQUIN VALLEY AREA
 - Bakersfield Municipal Transit System
 - Cook's Stages (Bakersfield)
 - Fresno Municipal Lines
 - Lincoln Bus Lines (Stockton)
 - Lodi Transit System
 - Modesto Motor Bus Service
 - Moyers Stages (Fresno)
 - Orange Belt Stages
 - Rice & Murray Transportation System (Merced)
 - Stockton City Lines
6. MONTEREY BAY AREA
 - Bay Area Charter Lines (Watsonville)
 - Bay Rapid Transit Co. (Monterey)
 - Santa Cruz Transit Company
7. SAN FRANCISCO BAY AREA
8. SACRAMENTO VALLEY AREA
9. NORTHERN MOUNTAIN AREA

The transit companies located in regions 7-9 will be listed next month, when the survey will be completed.