



THE BOOSTER

Monthly Publication of The United Transit Boosters

"Dedicated to Better Transit"

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February, 1964

Ten Pages

H O U S T O N RAPID TRANSIT LINES, INC. has ordered for July delivery, 90 air-conditioned GMC TDH-5303's. This will bring to 335, the number of air-conditioned fishbowl coaches purchased by RTL, since its purchase of HOUSTON TRANSIT COMPANY, in June, 1960. It is remembered that RTL sold its newest and biggest buses (GMC TDH-5105's, numbered 1201-1250) to D. C. TRANSIT SYSTEM, shortly after the arrival of its first order of 100 new TDH-5301 in the fall of 1961. With the arrival of the 'bowls now on order, RTL will have a fleet of 100% new-look coaches. GMC TDH-4507's, 4509's, White 788's and 798's, ACF-Brill C-36's and Twin Coach 38-S's and 41-S's that are still around, all retain HTC's orange and white colors. All "orange" buses will be retired in July, giving RTL riders 100% air-conditioned "New Look" transit service.

D A D E C O U N T Y For February delivery, The DADE COUNTY METROPOLITAN TRANSIT AUTHORITY has ordered 20 new air-conditioned GMC TDH-5304 transit coaches. DCMTA is also experimenting with a rebuilt 1957 GMC TDH-5106. The bus, No. 931, was completely refurbished, inside and out, and had an air-conditioning unit installed. The coach was placed in regular service for a 90 day trial period.

P O R T A U T H The PORT AUTHORITY OF ALLE-

GHENY COUNTY has been granted a \$45 Million loan, and will begin buying 30 independent Pittsburgh area transit companies shortly. Purchase agreements are reported to have been made with the independent bus companies, however, no agreement could be reached with PITTSBURGH RAILWAYS CO., the main Pittsburgh area operator. PRC will be obtained through condemnation proceedings, wherein PAOAC will obtain PRC's assets in about a month, with the price being settled later (similar to New York City's takeover of FIFTH AVE. COACH LINES in 1962. The price to be paid for FACL still hasn't been decided.) PAOAC already is advertising for bids for 50 to 100 buses of 50 to 53 passenger seating capacity and 25 to 50 buses containing 42 to 45 seats. It has been learned that bids are being requested for both narrow (96") and wide (102") width buses. If wide buses are purchased, they will be Pittsburgh's first.

P O R T A U T H ROSE CITY TRANSIT COMPANY, in line with its new franchise agreement, has ordered its 15 new buses for 1964. The new buses will be GMC TDH-4519's, similar to 20 purchased in 1963. RCTC also has five TDH-4517's that bought in 1960. Seats in the 4517's are charcoal and aqua, last year's 4519's seats were contrasting shades of blue, while the new buses' seats will be beige and orange. Very colorful, that RCTC.

MEMPHIS The MEMPHIS TRANSIT AUTHORITY has ordered 50 new air-conditioned transit coaches. The purchase order was split, a portion going to G. M. Coach for 36 TDH-5303's (to be delivered in April) with the remainder going to Flxible for 14 F2D6V-401's (to be delivered in May.)

FLXIBLE The Flxible Company, of Loudonville, Ohio, has announced the addition of a fourth size to its "New Look" transit bus line, a 31 foot-long 35 passenger model. Flxible's transit line now consists of a 40 foot--53 seat bus; a 35 foot--45 seat bus; a 33 foot--38 seat bus; and the new 31 foot--35 seat bus. As far as we know at this time, sales have been made only of the 40 foot model, with 300 going to CHICAGO TRANSIT AUTHORITY, 235 to LAMTA, 125 to CLEVELAND TRANSIT SYSTEM, 58 to DENVER TRAMWAYS CORP., 100 to SEATTLE TRANSIT SYSTEM, 15 to TRIBORO COACH CORP., and small orders to TERMINAL ISLAND TRANSIT COMPANY and SAINT LOUIS PUBLIC SERVICE. In 1963 Flxible built about 15% of the transit buses built in the U. S. Flxible is currently planning to purchase Southern Coach and Body Co., so as to expand its business.

SEATTLE The Committee for Modern Electric Transportation has succeeded in getting a proposition on the ballot for the next Seattle city election. If the measure is passed, The SEATTLE TRANSIT SYSTEM must operate "a predominance of trolley coaches." STS abandoned about half its trolley coach system last year, when it got its new Flxible aquariums.

CLEVELAND The CLEVELAND TRANSIT SYSTEM will purchase and take over the operations of REDIFER BUS SYSTEM on about March 1st. This Cleveland area suburban operator was observed, by UTB members Al Styffe and your editor, operating a nice-looking fleet of turquoise and white Mack and Twin coaches. It might be said that Cleveland is second only to pittsburgh in the number of independent suburban bus lines.

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STATEMENT OF POLICY. It has recently come to the attention of U. T. B. Editor & General Manager, that the word "Booster" in certain areas, has negative connotations. This is to go on record as stating that the meaning was and is intended to be that as found in WEBSTERS NEW WORLD DICTIONARY which defines a booster as "one who raises, as from below; one who speaks in favor of." The word was not intended to mean, as it does in Police circles, "one who shoplifts." We DONOT promote stealing from transit companies, and the purpose of this publication is NOT to enlighten its readers on how to "boost" from transit companies.

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. It is published as a service, free to members, and is available at \$2.00 per calendar year to others.

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PALIFORNIA CAPITAL TRANSITS

By Warren F. Quon

PENINSULA TRANSIT LINES. From an article by Jack Perry in the December 31, 1963 issue of The Bay Area Electric Railroad Review, we learned that on December 2, 1963, the City of Palo Alto purchased 9 GMC TGH-3102 coaches, numbered 260-268, at a cost of \$106,000, for use by PTL. These gas buses, which will replace some of PTL's Ford Transits, were introduced in a parade of buses on November 30th. The parade consisted of a band, the nine new buses, and most interesting, No. 216, a 1924 Fageol Safety Coach. The 216 was used by PENINSULA RAILWAY to help replace Palo Alto streetcars, when that form of transit disappeared in 1929. 216 had not seen service since 1949, and has been sitting up on blocks for some years. It was, of course, the 216, that proudly led the bus parade. It may be noted that these buses may be the last order for a California operator, of the GMC TGH-3102 type, which has been in production for 11 years, the longest production of any single GM model, and is the California standard for "modern small buses." Soon the TGH-3501 (gas) and the TDH-3501 (deisel) models will be in production, displacing the present TDH-3714 and TGH-3102 models. The city of Palo Alto will subsidize PTL up to \$65,000 annually for improved service. PTL Palo Alto operations center around the SOUTHERN PACIFIC Station. Lines 1--COLLAGE TERRACE, 2--STANFORD, 3--EAST PALO ALTO, and 4--VETERANS HOSPITAL were improved to half-hourly service (from hourly). Line 6--EMBARCADERO was extended to San Antonio Road and was also improved from hourly to 30 minutely. Meanwhile, Line 5--MENLO PARK, on which service had declined to four round-trips daily, was discontinued altogether. The above changes went into effect on December 2nd. It is not known if Sunday or night service, which previously was not offered, was restored. PTL's Palo Alto fares were reduced from 30¢ to 25¢. PTL was one of the first operations to charge a basic 30¢ fare. PTL Redwood City operations remain unchanged.

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT. ACT painted coach No. 2100, a GMC TDH-4301 as a "Candy Cane Express" bus in December. Decoration was a white body, with red ribbons around the middle of the bus, making it look much like a giant Christmas present. The 2100 was the first transit vehicle decorated for Christmas in Oakland history. It was displayed in various locations and was operated over lines of the transit district during the holiday season. On December 2nd, ACT started a new city express line, their sixth. Line 31--OAKLAND-RICHMOND operates only during the rush hours, when it has a 20 minute headway. The route starts at W. Grand and Broadway, and operates via Broadway, Sixth, (Market St. on-ramp) Nimitz Freeway, Eastshore Hwy., Buchanan, San Pablo and McDonald to Fifth. This fast freeway-limited stop service takes 31 minutes between Oakland and Richmond, cutting normal transit time in half. On December 2nd, Line 33--OAKLAND-BERKELEY city express was extended outbound in the evening rush, and inbound in the morning rush, from its base-service terminal at Solono and The Alameda, into Albany, El Cerito and Richmond, via Solano, San Pablo and McDonald to Tenth, providing the first direct bus service between the downtown areas of these four cities. Headway on the rush-hour only extention is 10 to 15 minutely. Effective December 1st, Line F--SAN FRANCISCO-BERKELEY had additional trips extended from Solono and The Alameda, during all hours, to Solono and San Pablo. A 15 minute base service is now provided by Line F over Solono Ave. Monday thru Friday. Also on December 1st, Line L--SAN FRANCISCO-RICHMOND got improved rush hour express service to El Sobrante

CALIFORNIA CAPITULATIONS--ACT (CONTINUED):

from San Francisco. Four trips are operated to S. F. in the morning rush, and three trips returning in the evening rush. In January, ACT started its seventh city express line, 38--OAKLAND-EAST OAKLAND-SAN LEANDRO, operating via East 14th St. and Bancroft Ave. This line operates in rush-hours only, at about 12 minutes apart, and saves fourteen minutes between Oakland and San Leandro. Happy ACT drivers got their wages boosted 10¢ per hour to \$2.91 on December 1st. They will receive a similar raise on the same date in 1964. CORRECTION to our guess in the November issue of The Booster. At that time, we assumed that the then expected 51 seat buses would be 102 inches wide, with 26 inch wide aisles, making them TDH-5303's, and that they would be numbered 625-639. However, with the arrival of these coaches, in January, we found them to be numbered 300-314 and to be only 96 inches wide, with 20 inch wide aisles, making them TDH-5304's. These are believed to be the only 51 seat narrow buses in California. Meanwhile, the old 300-304 series GMC SDM-4501's, which are air-conditioned suburban fishbowls, with 41 reclining seats and mechanical transmissions, were renumbered 175-179. The new 300-314 series coaches are running on Line 51-58--BERKELEY-OAKLAND-ALAMEDA, pushing out some of the 500-624 series TDH-5301's to transbay Line F--SAN FRANCISCO-BERKELEY, bumping the 400-449 series TDH-4516's, formerly on Line F, to the new ACT express services. Because of highway improvements, Lines O, W, 42, 51-58 had new schedules issued showing faster service to Alameda, with a reduction (generally) of two minutes, breaking all transit speed records from San Francisco, including the long-gone INTERURBAN ELECTRIC RAILWAY (S. P.) electric train-ferry service. Currently under consideration for a greater speed-up to Alameda, is a rerouting of buses further down the Nimitz Freeway and a more direct 5th St. approach to the Alameda Tubes. Rehabilitation of the San Pablo Station was recently completed at a cost of \$3,500. It features shelters of the "up-swept" type, a waiting room with posted schedules and signs, and potted trees for trimming. Three more up-swept type shelters will be erected; two in San Leandro and one in Hayward, as part of a program by ACT to provide shelters at main transfer points. ACT will try a new fare gimmick for four months, starting March 2nd. It will consist of an unlimited free-riding pass in downtown Oakland, using all regular buses between the hours of 9:00AM and 3:00PM, Monday thru Saturday. If used before 3:00PM, it will also give the holder a free ride home. The cost of the pass is 25¢ cash or a 20¢ token for adults and 10¢ cash for children under 18 years of age. The pass is sold on all downtown Oakland buses (an enterprising transit fan would be able to get ^{much riding} in the downtown Oakland area.) The pass project was initiated so as to give shoppers a low cost ride in the shopping area, plus a ride home, without operating any extra buses, as an alternate plan (shopper shuttle buses) would require. An all-day Sunday pass, selling for 60¢, allowing unlimited riding in the East Bay area, has been available for some time now. It was started as a summer-only plan. ACT plans to offer other East Bay cities the shoppers pass, if it is successful in downtown Oakland. But getting back to ACT's new buses, the 15 TDH-4519's did turn out to be numbered 750-764. The serial number of the 763 was obtained, and noted to be TDH-4519--264. Assuming that the coaches were numbered in ascending serial order, this would make the whole group be 251-265 (LBPTCo's 4519's are 229-243). However, according to The Extra Board, the publication of The Omnibus Society of America, our sister organization in Chicago, one of these 4519's was damaged in transit. The railroad had to buy it AND another one for

CALIFORNIA CAPITULATIONS--ACT (CONTINUED):

AC TRANSIT. The wrecked coach was sold to a juncky, but has since been obtained by BLUEBIRD COACH LINES (a Chicago area suburban operator) and is to be restored to new condition and numbered BCL 12.

SAN MATEO-BURLINGAME TRANSIT. SM-BT has hiked fares from 20¢ to 25¢, in an interim decision by the Public Utilities Commission; zones remain at 5¢ a zone. The company also wishes to eliminate all reduced-rate children's fares, and to cut out all Saturday service. The company likewise wants to discontinue parts of loops in downtown Burlingame, and the North Shoreview loop. Also proposed is short extension of three routes to the College of San Mateo, from Camino Real, via 19th Avenue Freeway, and returning via Hillsdale Blvd. SM-BT runs several special school routes. Among the interesting transit equipment operated by SM-BT are several GMC TD-4506's, formerly of LAMTA's 2678-2699 class. SM-BT's best service is half-hourly between San Mateo and Burlingame. This line is paralleled by WESTERN GREYHOUND LINES' Route M--SAN FRANCISCO-SAN MATEO VIA MISSION ST. peninsula service, which operates every 20 minutes. A city subsidy to SM-BT was discontinued last may.

SAN BERNARDINO MUNICIPAL TRANSIT SYSTEM. SBMTS has received the 38 seat Flexible demonstrator, that was being tested on LAMTA, and was, as of January 11th, trying it out on its lines. Painted light green and white, the bus is still numbered 9000, although it no longer has the LAMTA herald and lettering. The appearance of this coach is similar to the larger 50 seat Flexibles on LAMTA, although it has been cut down on many "standard" features of bus travel to save money. First of all, the coach is non-air ride (for decreased maintenance costs); secondly, there are hard (and therefore undesirable) fiberglass seats, which save on vandalism and the resulting necessitated repair; and thirdly, there is no ventilation system, other than forced air. The coach also lacks the more modern dual headlights, and interior fluorescent lighting. There appears to be every effort by bus manufactures to cut down on comforts, on coaches of less than 45 seats, to save money. This was noted to be true on General Motors TDH and TGH 3501, which also lacks air ride and mechanical ventilation. Except for dual headlights, the 3501 resembles a TGH-3102.

BAKERSFIELD MUNICIPAL TRANSIT SYSTEM. BMTS has put one of its 40 seat TDH-3610's back in service. The bus, repainted and renumbered 4001 is the ex113. The 4001, and its sister, the 114, were built in 1947, and were originally 36 seaters, but were lengthened by TACOMA TRANSIT to 40 seat capacity. The coaches were sold to BMTS in about 1958, and ran there until July, 1962, when they were retired and put up for sale at \$1,500 each. The 113-114 were replaced by two TDH-3714's purchased from SANTA MONICA MUNICIPAL BUS LINES in July, 1962. BMTS now has 19 buses on the active roster. It is unknown at this time if the 114 will be put back in service. BMTS plans to buy two new buses by about July of this year. They will be the first since two TDH-4517's were bought new in 1960.

STOCKTON METROPOLITAN TRANSIT DISTRICT. SMTD has hired ROBERT A. BURROWS, owner and operator of the Stockton suburban LINCOLN BUS LINES (for four years, now) to serve as a consultant to advise the district on how to purchase STOCKTON CITY LINES and his own LINCOLN BUS LINES, as well as how to set up operations. One of the main reasons that the transit district was formed was the decline in passengers, and the approval of the usually reluctant Public Utilities Commission to discontinue all service at night after 7:30PM (this was done on July 30, 1963.)

CALIFORNIA CAPITULATIONS--SMTD (CONTINUED):

Under the present schedule, night service ends at 7:30PM Monday to Saturday, except Thursday, when it is extended to 9:15PM. Sunday service now ends at 4:40PM. Service was being operated to midnight on several lines, seven days a week. In order for the PUC to O. K. this service cut, one can imagine that passenger loads must have REALLY been below the PUC "Public Convenience and Necessity" standard.

TORRANCE MUNICIPAL BUS LINES. TMBL has received two 45 seat fishbowls. The new buses, TMBL's first New Look coaches, are numbered 340 and 341 and are G M Coach's TDH-4519--284 and 285. They are painted in TMBL's new paint scheme of light metallic brown, inside and out; they have push-out doors and they are being used on Line 1--LOS ANGELES-TORRANCE VIA NORTH TORRANCE, and LOS ANGELES-TORRANCE VIA GARDENA. It may be noted that in recent years, TMBL appeared to be on the way out. This seemed especially true, when TMBL was compared with neighboring GARDENA MUNICIPAL BUS LINES. When TMBL cut most thru service to Los Angeles, on Line 1, in favor of lengthy waits at connecting points with LAMTA Line 6--SOUTH VERMONT AVE.-HIGHLAND PARK or GMBL Line 1--LOS ANGELES-GARDENA, GMBL then extended their Line 1 to Hawthorne Blvd. and made certain other improvements in their service. TMEL maintenance has deteriorated to the point that their green and yellow buses are given only spot touches of paint, where and when needed. GMBL's buses are painted regularly. Further, GMBL has operated "New Look" coaches since 1960, whereas TMBL has just received theirs in 1964. TMEL's last order of new buses was for three gasoline-powered TGH-3102 (#337-339), which were purchased in 1960 for the local lines. TMBL also has six GMC TDH-4512's (331-336), the last four of which were the last new equipment (before the new 'bowls) that was purchased for the "I" line, this in 1955. Also on the roster, are two TDH-4509's (329-330), two more TGH-3102's (327-328), (and getting to the junk) three ex-PACIFIC ELECTRIC buses--two Yellow Coach TD-4505 suburbans (324-325) formerly of PE's 2500 class, and one White 798 (#323), and finally (#322) a Chevy let engine-in-front school-type bus, with a Wayne body, which was formerly used for local service. We understand that TMBL's Superintendent attempted to get five new TDH-4519's to replace much of the older stuff, but the city fathers, this to the two they now have. A repainting program to change all coaches to the new metallic brown color is to start shortly, however, lack of modern or adequate garage facilities may make the change over, from the familiar fading green and yellow coaches, a long one.

SOUTH COAST TRANSIT CORP. SCTC, in December, applied for fare increases of almost 100%. For example, 15¢ fares will be boosted to 25¢, with zone charges going from 5¢ to 10¢. The present 35¢ fare from Santa Ana to Laguna Beach would be raised to 65¢, if SCTC gets all it asks for. Present fare collection is with Johnson Type-D hand-winds.

HIGHLAND-PATTON BUS LINE. H-PBL has received its first GM Coaches. They consist of two used TDH-3610's, numbered 22 and 23, and are believed to have been obtained from VALLEY TRANSIT LINES (a city operator in Phoenix, Ariz.) 22 and 23 are painted white and yellow, divided at the belt rail. H-PBL's last purchase was an ACF-Drill C-31 from GARDENA MUNICIPAL BUS LINES, which retained its "27" number on H-PBL. H-PBL also operates 27-seat Ford Transit's, Marmon-Harringtons and White 798's which are painted in a color similar to LATL's famous "fruit salad."

CULVER CITY MUNICIPAL BUS LINES. In January, CCMBL received No. 5102, their second TDH-5303, bringing the total of fishbowls to four.

CALIFORNIA CAPITULATIONS (CONTINUED):

SIMI STAGE LINE is the operating name of the bus operation in the Santa Susana area that is run by John E. Salem (mentioned in The Booster, December, 1963.) Some triangle-shaped bus stop signs have been put up and have been noted.

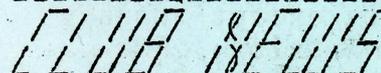
LONG BEACH PUBLIC TRANSPORTATION CO. LBPTCo's new Dreamliners arrived on January 20th, after a series of good-will stops in Louisville, Memphis, Little Rock, Dallas, El Paso and Tucson. Of interest was a sign mounted on the front of several coaches, showing a thermometer bubbling over, with lettering reading "86° in Long Beach Today" which, no doubt, shook-up many snow-covered mid-westerners upon seeing it. The new buses are numbered 5101-5110, and are 51 passenger GMC TDH-5303--1571-1580. They feature the same color scheme as the 4519's and also have push-out rear doors. One of the coaches, 5101, was the first coach in revenue service, operating for UTB on our January 25th excursion. The coaches were put in regular service on Monday, January 27th on Line 6--ATLANTIC-ORANGE. They have also been seen, on Sundays, on Line 5--NORTH LONG BEACH and Line 9--EAST SEVENTH ST.-BELLFLOWER. The UTB excursion also used No. 7630, the last TD-3609 to operate on the property. All five of the TD-4506's (7523-7527) had been sold to a company in Puerto Rico, and had been removed on January 19th. Concerning the where abouts of the 15 retired Mack C-41GT buses (7101-7115), we have heard reports of a group of former EASTSHORE LINES drivers buying several. One of the Mack's was spotted near Fresno by UTB member Al Styffe. While no new schedules have come out yet, several schedules have been reprinted with new covers. On these covers, the company name is spelled out, the address is printed, and there are drawings of an atom and what appears to be a TDH-5301! (of which LBPTCO has none!) The old covers had the LONG BEACH MOTOR BUS CO. herald and a picture of bus No. 7616, a TDH-3612. The same picture was used by other NCL properties, e. g. PASADENA CITY LINES and EL PASO CITY LINES. Thus far, new covers have appeared on schedules for lines 1, 3, 5, 7, 9 and 10. LBPTCo's bus replacement program calls for ten more Dreamliners in May, giving them 50, or almost half the fleet, in less than one year, and then 16 a year until all older units are replaced.

ORANGE BELT STAGES. OBS, on October 27th, reduced service on its BAKERSFIELD-ARVIN VIA WEED PATCH¹⁰⁸ one round trip, daily except Sunday. The Arvin-Bakersfield service now consists of three round trips. Formerly, two round trips ran via Weedpatch (a town about the size of a weed patch). The whole line is supported mainly by a U. S. Mail contract. Equipment consists of bus No. 44, a Flexible Clipper, type FAI, which has only 24 seats and a large baggage section for carrying the mail. Trips leave Bakersfield at 6:15AM, 11:00AM and 5:00PM--via Weedpatch, and at 8:50AM--via Weedpatch, 12:45PM and 6:45PM from Arvin. No service is operated on Sundays.

VEGAS TRANSIT. A VT bus, No. 116, a diesel-type Marmon Harrington coach of about 32 passenger capacity, was spotted in January by UTB member Jack Garcia, at the TANNER GREY LINE bus lot at 1207 West Third St. in Los Angeles. It is not known for what purpose this transit-type bus was there, but one possibility is for its sale to a transit company. SANTA BARBARA TRANSIT COMPANY has two ex-VT Marmons. VT is THE city operator in Las Vegas, Nevada, and is operated by TANNER GREY LINE. Speaking of TGL, we understand that two of their Flexible Clippers have been leased to HEMET BUS LINES to operate its new Sun City service.

CALIFORNIA CAPITULATIONS (CONTINUED):

SAN DIEGO TRANSIT SYSTEM. Because of recent schedule reductions and resulting reduced equipment requirements, some of SDTS's 900 series GMC TDH-4509's, built in 1949-1951, will be retired. Even now, 920 and 953 have been earmarked for sale, and will probably never operate again under SDTS. Bus 979, the first 900 to do so, came out in the new white paint scheme, in February. A new route map has been issued. The most noticeable thing about it (besides the many errors in route detail) is the lack of color that was present in the last issue, which was two-tone green with yellow and white shades--the new issue is simply black on white paper. In fact, with the exception of a slight route change on Line L, it appears to be an exact reprint of the last map, leaving out route changes since its issue. The last wave of service changes include: On January 27--Line K--CATALINA BLVD., base headway reduced from 30 to 60 minutely, also the last or 7:10PM trip was cancelled, as was the first, or 6:02AM trip. Line S--COLLAGE GROVE--STATE COLLAGE had its 25 minute service cut to hourly, Monday thru Saturday. The line carries many collage students, and special trips are routed over portions of other lines to provide direct service to SDSC. Other than students, few people ride Line S; as the hope that the extension to the shopping center would attract patronage has failed to materialize. Saturday service operates only between 9:00AM and 5:00PM, or about 1/3 of the former service. On January 26, Line E--EL CAJON had its Saturday service cut to the levels of its Sunday service, of 30 minutely, to La Mesa and El Cajon, from the weekday level of 25 minutely. The alternate route via Grossmont Shopping Center, was reduced from a weekday service of 50 minutely, to a hourly headway. (There is no service to Grossmont on Sundays.) The former Line E daily trip that left 47th & El Cajon at 4:51AM, now operates on Line 1--EL CAJON BLVD. LOCAL. Minor adjustments, including some rush-hour cuts were made effective the weekend of January 26-27 on Lines 2--THIRTIETH ST., 7--UNIVERSITY AVE., 11--KENSINGTON--LOGAN HEIGHTS, O--OCEAN BEACH--IMPERIAL BEACH and V--LINDA VISTA--CHULA VISTA. About 20 additional drivers were ~~laid-off~~ because of these changes. These changes were the ones approved by the PUC, after its checkers gathered information for a final decision on a further fare increase.


 ----- MEETING NOTICE

The March meeting of the United Transit Boosters will be held in the small auditorium of the Gary-Knause Apartments, which is located at 245 South Lucas Street, in Los Angeles. It will be held on Sunday evening, March 8, 1964, and will be convened at 7:30PM. Program for the evening will be a talk, illustrated with maps and slides, on the subject of the take-over by the PORT AUTHORITY OF ALLEGHENY COUNTY of Pittsburgh area transit companies, together with a brief history of Pittsburgh area transit operations, and the events leading up to the PAOAC takeover. To reach the meeting by public transit, board a line 4--MELROSE AVE bus on Hill St. in downtown, and ride to Third and Lucas. After alighting, walk one block north. The Gary-Knause meeting hall is being provided through the generosity of member Al Styffe, and is the room that is being used by the Electric Railway Historical Association of So. Calif.

SAN DIEGO MEETING A SUCCESS. The "Day in San Diego" and February meeting was attended by members Dick Petzoldt, Chester Katz, Bill Wootton, George Geyer, Mike Campbell, Jack Garcia, Lazear Isreal, Chuck Schnaars, Warren Quon, Ed Buckley and your editor. We all wish to thank San Diego members Bill Wootton and George Geyer for showing us around their city, and for providing us with such an interesting day of activities.

THE LAMTA MYSTH - - - By Edmund A. Buckley

SYSTEM SHAKE-UP REROUTES LINES, INCREASES SERVICE FREQUENCY

On Sunday, March 22, 1964, commencing with the Fifth Annual LAMTA System Shake-Up, Eleven LAMTA lines will be rerouted, combined, or receive schedule and/or equipment improvements. Present lines to be affected include (by number only) Lines 9, 21, 23, 31, 45, 53, 54, 75, 81, 94, and 95.

The first change will be the combining of Line 75 with the Echo Park Ave. branch of Line 94, as a single through line. There will be no change in the present Line 94 Santa Monica Blvd. service. The new Line 75--VENICE BLVD.-ECHO PARK AVE. will travel on Spring St. in downtown. In this way, riders on Sunset Blvd. will have better access to points in the east end of Civic Center and will have direct connections with the North Broadway routes. The rerouting will also serve to reduce the number of buses operating on Hill St. during the rush hours, while it will not increase the number of trips operating on Spring St. Another improvement is that Echo Park Ave. will now have through service to downtown at night and on Sunday, instead of the present shuttle service.

The second change involves service in the South Gate-Hollydale area. Following the replacement of rail operation by motor coaches, studies were commenced with the intent of absorbing line 53 by Lines 9 and 54. Results of the study indicated that Line 9 should be extended over the Hollydale and California branches of Line 53, and that Line 54 should be extended over the Alexander branch. Coaches on the new Line 9--WEST JEFFERSON-HUNTINGTON PARK-SOUTH GATE-HOLLYDALE will travel to South Gate the same as at present, but upon arrival at Palm Pl. Loop, they will split, with alternate coaches going to either Rancho Los Amigos or to Century and Imperial. In the rush hours, additional service will originate or terminate at Palm Pl. Loop. Buses will loop through Rancho Los Amigos, and will then provide two-way service in the Hollydale area, instead of the present loop service. The Alexander branch of Line 53 will be absorbed by extending the new Line 54--SOUTH GATE-MANCHESTER AVE.-INGLEWOOD from Palm Pl. Loop to Alexander and Abbott (the present terminal of that branch) and then via Abbott Rd., San Luis Ave., Norton Ave., and Imperial Hwy. to Century Blvd.

Following the replacement of rail operations by motor coaches, requests were received to extend Line 95 from its present terminal at Monroe and Vermont to Hollywood Blvd. In complying with this request, a substantial portion of Line 31 would be duplicated. Line 31 is now duplicated on North Vermont by Line 83 and on upper North Vermont and Los Feliz by Line 81. Thus, all of these lines were taken into consideration in order to comply with the request and also effect some economies. To carry out this program, (1) Line 31 will be discontinued as such and in lieu thereof, that portion south of Hollywood Blvd. will be absorbed by the extension of Line 95, (2) sufficient service will be operated on the present Line 81 to meet the requirements of the Los Feliz district. In order to accomplish the latter, the present Line 81 will be cut in two at Hollywood. Line 21 will also be cut at Hollywood. The new Line 21--HOLLYWOOD-CULVER CITY will operate from Washington Blvd. and Motor Ave. in Culver City to Hollywood and Highland in Hollywood over the present route, thence via Highland Ave. to Odin St., where it ends its run adjacent to the Hollywood Bowl. The Burbank end on Line 21, and the Ventura Blvd. end of Line 81 will be hooked together, forming the new Line 81--VENTURA BLVD.-HOLLYWOOD-LOCKHEED-BURBANK. It will operate as now from Woodland Hills, along Ventura Blvd. to Hollywood and Vine, then via, primarily, Hollywood Way and San Fernando Rd. to Burbank. The

THE LAMTA MONTH--SYSTEM SHAKE-UP (CONTINUED):

Pasadena end of the present Line 81 will become the new Line 31--HOLLYWOOD-GLENDALE-PASADENA. Monday thru Friday, it will operate between Hollywood & La Brea and Colorado & Eagle Rock, on a 20 minute headway. From this point, the line will be split, one branch going on to Pasadena via Colorado Blvd., the other going via Eagle Rock Blvd. and Yosemite Dr. to Figueroa, each on a 40 minute headway. The Yosemite Dr. branch absorbs the present Line 45. The Griffith Park branch of Line 31 will operate between Hollywood & Vermont and the "Picnic Grounds" and the "Field House" on an hourly headway. Line 31 Saturday service will be 30 minutely between Hollywood and Pasadena, with shuttle service on Yosemite Dr. connecting with through buses; the Griffith Park branch operates the same as weekdays. On Sundays and Holidays, the line operates on 30 minute headways between Hollywood and Los Feliz and Riverside. From this point, service is split, with alternate coaches going to the Field House or Pasadena. The Yosemite Dr. branch will not operate on Sundays or Holidays. In addition to regular service, certain trips will be routed up Highland Ave. to Hollywood Bowl. The present Line 23, which operates in the Vernon district, will be absorbed by the new Line 95--VERMONT AVE.-VERNON AVE., which (Monday thru Friday only) start at District and Atlantic (alternate and all Saturday, Sunday and Holiday trips will originate at Vernon and Santa Fe) and will travel via District Blvd. Leonis Blvd., Pacific Blvd., Vernon Ave., and Vermont Ave. to Hollywood Blvd. Certain Line 95 trips will continue north on Vermont Ave. to the Greek Theatre and the Griffith Observatory at times of performances. Owl service will be provided only between Monroe & Vermont and Vernon & Santa Fe.

These line changes will mean that lengthy non-revenue-producing pull-out and pull-in trips from Division 7 to Burbank and Division 8 to Glendale or Pasadena will be eliminated in favor of trips from Division 7 to the Hollywood Bowl and from Division 8 to Burbank. These changes will also result in considerably better operation for the bus lines involved, because of the elimination of presently required transferring and the more streamlined routing pattern.

The above information was provided through the courtesy of DAVID D. CANNING, LAMTA Senior Transportation Engineer.

MORE ON LAMTA'S NEW PAINT SCHEME

Additional LAMTA coaches have been spotted with the new light-green and white paint scheme. 5456 is the first "New Look" coach to be repainted, and is now white above the belt rail, with the green in a band around the center, on the front and lower sides. The former unpainted aluminum area remains unpainted. Additional coaches seen include 2115, 2141, 2144, 2160, 2212, 2323, 2344, 2382, 2924, 6525 and 5456.

LAMTA NEWS BRIEFS

The new Line 2--BROOKLYN & HOOPER AVES. timetable issued February 5, 1964 shows two changes. The first is the elimination of detailed peak-hour information. The second change shows that after 7:05PM on weekdays, 6:50PM on Saturdays and 7:10PM on Sundays and Holidays, all northbound trips leave 51st and Ascot as soon as they arrive from their southbound trip, taking their lay-over time at 41st and Ascot during the course of the trip.

On February 10th, Line 117--WHITTIER LOCAL was rerouted in the South Whittier area so as to provide service along Lambert Road and Luitwieler Ave., instead of the narrow residential streets in the area.

Patronage from Rossmoor Leisure World is increasing so fast on Line 124--LONG BEACH-ANAHEIM-FULLERTON, that the trip leaving Leisure World at 9:28AM now has a double from Leisure World to Long Beach.