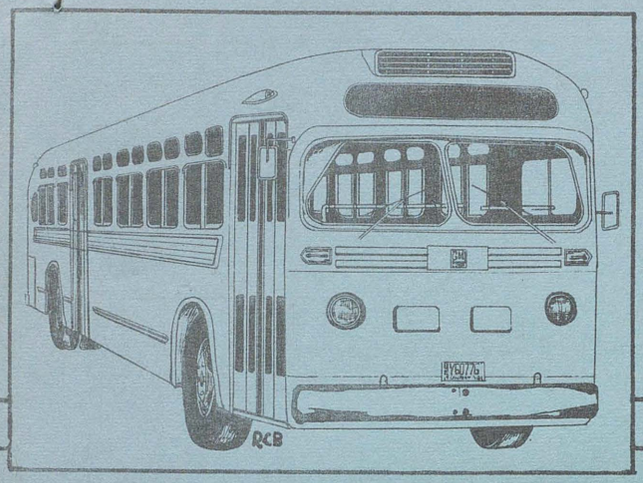



# THE BOOSTER

Monthly Publication of The United Transit Boosters

*"Dedicated to Better Transit"*

Vol. 2, No. 11 November, 1964 Ten Pages


# BALTIMORE TRANSIT -- PART II

By Harry. E. Bennett, Jr.

The streetcar to bus or trolley coach conversion era also saw the purchase of 60 new ACF-Brill trackless trolleys, in 1948, which were also painted fruit salad. The 130 older trackless trolleys were repainted to match. And like the buses, they too were later repainted all yellow, with grey roofs--but they never got white roofs.

PCC cars were also repainted "fruit salad", but as near as I can recall, not all of the 275 cars had been so painted, when the yellow and grey colors were adopted. (However, I am sure, but could not swear to it, that all of the buses and trolley coaches got the fruit salad before the Yellow and grey repainting began.) The PCC cars were never repainted. into the (light) green color, but remained in the yellow color, until the last two lines, using 90 cars (about 120 were on the roster) ended here, last year.

As near as I can recall, only some of the 150 Peter Witt cars got the "fruit salad", but all of them eventually got the yellow and grey. Most of the deck roof cars went with the conversion, but those that remained got the yellow. I cannot remember a fruit salad deck-roof car.

Maintenance equipment was all in the same dark red that the rear-entrnac deck roof cars, originally, but the sweepers were repainted yellow, (some stayed in service until the end of the streetcars, last year), the line cars stayed dark red, as did the the test car (used for rail bond testing); the other maintenance cars, such as dumps and cranes, were scrapped, long ago.

In the conversion era, trucks were also repainted "fruit salad, later on, they were repainted yellow with upper halfs of grey. Now, all trucks are light green, with dark green stripes, except the emergency repair and tow trucks, which are still painted yellow, with the upper half of the cabs being white.

With the modernization of conversion, BTCo began using reaio equipped autos. These cars were painted yellow green and white for a short while, then were plain black, with no company markings, and unidentified, except for the long radio aerial and spare fare box in the rear seat area. Recently, these cars (all Chevrolets) light green lower half, white upper half, with no green stripe, but with a company name on them.

(Ed. Note: In a recent letter Harry informs us that he has now seen at least one of the ACF-Brill C-44's in the new green, with white roof paint scheme. -- GLS)

## U T B Club News - Meeting Notice

The December regular meeting of the UNITED TRANSIT BOOSTERS will be held on Sunday, December 13th, 1964, and will be convened at the usual time and place--Studio-Auditorium, Gary-Knause Apartments, 245 South Lucas Ave Los Angeles, at 7:30PM. In the event additional notice is not received in time, the following two meetings will be held on January 10, 1965 and February 14, 1965, at the same time and place.

8608 REPORT: We are quite disappointed with the results for our pleas for contributions toward saving former GLENDALE CITY LINES bus No. 8608. We are now about $50 short of the amount needed to finish paying for the coach. A loan for the above amount was acquired to avoid losing the bus, however, ownership certificates were turned over to the creditor, as security. If the loan is not paid within 90 days, the creditor has the right to take possession of the bus. PLEASE, don't let this happen--send in those contributions. Every little bit helps.

* * * * * * *

NATIONAL NEWS:

G. M. COACH: The Truck & Coach Division of the General Motors Corporation has recently been experimenting with a newly developed turbine powered bus. The gas turbine engine has been mounted in a slightly modernized (if that is possible) fishbowl coach, which appears to be of the 53 passenger variety. Dubbed "Turbo Cruiser-II", the coach is making the rounds of the shows and conventions, to ascertain customer reaction to the coach.

ST. LOUIS: BI-STATE TRANSIT SYSTEM (BSTS) is now planning to purchase 120 more new "Crystaliner" type air conditioned buses, at a cost of $3,700,000. Whether they will be GM's or Flxibles is not known, as yet. With the arrival of the new buses, BSTS will be able to provide all base and weekend service with "new look" coaches.

PORTLAND, OREGON: ROSE CITY TRANSIT CO. (RCTC), in accordance with its franchise agreement with the city of Portland, has put in an order with GMC for the purchase of 15 new TDH-4519's, at a cost of $405,000. The new buses which will be delivered in May. The interiors and seats of the new coaches will be pastel yellow and green.

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, free to members; and is available to others at the subscription rate of $2.00 per calendar year.

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# CALIFORNIA CAPITULATIONS

BY WARREN F. QUON

GARDENA MUNICIPAL BUS LINES (GMBL): On September 13th, Lines 1--LOS ANGELES-GARDENA and 3--COMPTON-GARDENA had their base headways reduced to 40 minutely, Monday through Saturday, from the former Monday thru Friday base of 38 minutes, and Saturday base of 35 minutes. Line 2--WESTERN-VERMONT LOCAL, also had its 35 minute Saturday base headway reduced to 40 minutely. Now, three, out of four GMBL lines operate on the same headway. This facilitates connections between lines 1, 2 and 3. Only Line 4--HARBOR CITY, which operates only in the weekday rush periods, does not conform to this pattern. The slight headway reductions did not result in any savings in the coach requirements department--but it did increase lay-over time, giving drivers time to enjoy a second cup of coffee.

POMONA BUS LINES (PBL): Effective August 25th, PBL raised its basic fare from 20¢ to 25¢. PBL's fare structure has no zones, 25¢ permits one to ride anywhere on its four lines.

PBL recently acquired another bus for its city operations. Already repainted in PBL's paint scheme of solid yellow, with a dark green stripe, it has been given the number, 57. Formerly operated by CULVER CITY MUNICIPAL BUS LINES, as No. 306, the coach is a gas-powered, 31 seat GMC TGH-3101, serial number TGH-3101717. It retains, however, its light green interior. The following coaches constitute what we believe to be the current roster:

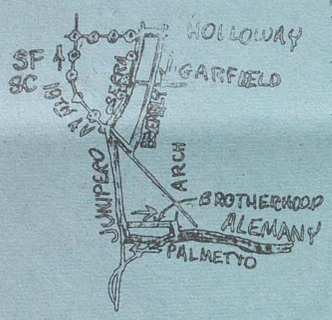
| Coach Number | Builder | Year Built | Model Number | Comments |
|---|---|---|---|---|
| 21 | GM Coach | 1953 | TDH-3714 | Air Ride, Ex-SMMBL No. 115 |
| 27 | GM Coach | 1956 | TGH-3102 | Has streetcar-type trolley bell |
| 28 | GM Coach | 1956 | TGH-3102 | Has streetcar-type trolley bell |
| 35 | TransitCoach | 1952 | | School bus-type body, eng not in front |
| 39 | GM Coach | 1956 | TGH-3102 | Purchased new |
| 40 | GM Coach | 1956 | TGH-3102 | Purchased new |
| 41 | ACF-Brill | 1947 | IC-41 | Intercity-used for charter service. |
| 42 | ACF-Brill | 1947 | IC-41 | Intercity-used for charter service. |
| 43 | GM Coach | 1958 | TGH-3102 | Purchased new |
| 44 | GM Coach | 1958 | TGH-3102 | Purchased new |
| 45 | Twin | 1950 | 50-S | Ex-LAMTA 1036, PE-ARTS-MCL 2150. |
| 49 | Flx-Twin | 1954 | FL-2P-40 | Ex-LAMTA 1032 |
| 50 | Flx-Twin | 1954 | FL-2P-40 | Ex-LAMTA 1027 } Assumed renumbering order for 1027-1030 based on incomplete observations. |
| 51 | Flx-Twin | 1954 | FL-2P-40 | Ex-LAMTA 1028 } |
| 52 | Flx-Twin | 1954 | FL-2P-40 | Ex-LAMTA 1029 } |
| 53 | Flx-Twin | 1954 | FL-2P-40 | Ex-LAMTA 1030 } |
| 57 | GM Coach | 1952 | TGH-3101/717 | Ex-CCMBL No. 306 |

SAN FRANCISCO MUNICIPAL RAILWAY (SFMRy): SFMRy is presently giving some consideration to a change of name. Two proposed names are "SAN FRANCISCO TRANSIT SYSTEM" and "SAN FRANCISCO MUNICIPAL LINES". If approved, the name change will give a more correct name to SFMRy's present operations, which are provided mainly by rubber tired vehicles, rather than the type of vehicles associated with the name "MUNICIPAL RAILWAY".

CALIFORNIA CAPITULATIONS--SFMRy (CONTINUED):

SFMRy has recently pruchased land on Geneva Ave., opposite the Geneva Division carhouse, and plans to built a carhouse, of unknown capacity, on it. The present carhouse is an elderly wooden structure, a fire in which could prove disastrous to SFMRy's 105 PCC cars, and various work cars--and could mean an end to all SFMRy rail operations. The new carhouse would alleviate some of the fire danger by locating some of the PCCs there, instead of keeping all of them under just one big wooden roof.

A possible rerouting of Line 26-VALENCIA was to be considered at the September 18th meeting of the San Francisco Public Utilities Commission. The plan calls for rerouting Line 26 off Junipero Serra, and on to 19th Ave., so as to serve San Francisco State College. Line 17--PARK MERCED, is also being considered for some rerouting in the vicinity of Holloway and 19th Ave.



LINE 26: ▭ PRESENT ROUTE ○○○ PROPOSED ROUTE

Through the courtesy of UTB member, Ed Buckley, we are able to present the list, given below, of the assignment, by divisions, of SFMRy's 449 48-seat Mack C-49DT Diesel coaches:

| OCEAN DIVISION | KIRKLAND DIVISION |
|---|---|
| 2100-2106, 2173-2199, 2255-2269, 2355-2369, 2400-2469, 2530-2569, 2630-2669. | 2107-2169 (2170 lost in a fire) 2171-2172, 2200-2254, 2300-2354, 2500-2529, 2600-2629 |

SFMRy's 105 PCC cars, Nos. 1006-1015, 1016-1040 and 1101-1170, are all assigned to the GENEVA Division. Using this information, in conjunction with the 10/27/63 issue of THE PADDLE (which is available from the circulation manager for 10¢ each, plus postage) one has an assignment, by division, of all SFMRy passenger equipment, except for the Whites and the cable cars. (Perhaps some reader can supply us with a current list of White numbers and division assignments.

SFMRy recently suffered from two cable-car accidents. Both happened on the POWELL-HYDE Line (No. 60), and both at the same spot on the famed Hyde Street hill, where they both slid backwards, down the hill. On Sunday, September 20th, car No. 517 slipped downhill, in a spectacular fashion, losing its front truck in the process, and injuring 9 passengers. On the following Wednesday, September 23rd, No. 527 slipped at the same point--fortunately, the gripman was able to stop the car without injuring anyone. SFMRy is conducting an investigation at this location, trying to ascertain why the cars went out of control. Plans to shut down the cable car system for the purpose of installing new winding machinery at the barn, and to completely check over the system, have been deleyed due to the fact that parts that have to be sent from Europe have not yet arrived. The shutdown date has now been set back from December 15th to January 15th.

VILLAGE BUS SERVICE (VBS): Further details on the proposed municipal bus system by the City of Palm Springs came into public light on September 14th. C. HARRISON RUSSELL owner and operator of the former DESERT STAGE LINES who operated 8-seat Volkswagon buses between Palm Springs and Desert Hot Springs (an operation which failed, leaving Mr. Russell with only the Yellow Cab business in Desert Hot Springs) challenged the GMC report, which was provided free of charge to the Chamber of Commerce, as "ridiculous for a city no larger than Palm Springs." The report, which had recommended 3 lines, each with half-hourly service, serving a much larger area than VBS presently does, and the use of three 45 passenger buses (probably GMC TDH-4519's with air-conditioning, for Palm Springs' hot summer whether) at a total cost of

CALIFORNIA CAPITULATIONS--VBS (CONTINUED):

$100,000 for buses, shop facilities and bus stop signs. Mr. Russell attacked the buses as being too large, saying "It is just as ridiculous to put a 45-passenger bus on an hourly schedule in Palm Springs as it would be to put a 20-passenger bus in Los Angeles." Instead, he told the city council that three buses of 24-30 seat capacity should be purchased--perhaps the coach could be restricted to GM's smallest capacity city model, the new 35-seat TDH/TGH-3501. The council deferred further action until October.

PASADENA CITY LINES (PCL): As of late September, PCL had repainted at least 4 of its 5 TDH-4517's (fishbowls), Nos. 8510-8514, in its new color scheme of light green and white.

MONTEBELLO MUNICIPAL BUS LINES (MMBL): On September 13, MMBL rescheduled service on its BRADSHAWE Line, which operates between the end of SCRTD Line 26--PICO-EAST FIRST at Brooklyn and Rowan, and the end of SCRTD Line 47--WHITTIER BLVD.-EAST FOURTH, near Whittier and Simmons, via Brooklyn and Bradshawe. Service on the line was instituted in 1961, with headways of 20, 30 and 60 minutely for weekdays, Saturdays and Sundays, respectively. Subsequently, the weekday base period was cut to 30 minutely, leaving the peak periods with 20 minute service. Presently, on weekday base service of 30 minutely continues up to 12:15PM, at which time it is suddenly doubled being operated every 15 minutes, through the rush hour. Saturday and Sunday schedules have remained stable since 1961. The line has been operated with one of MMBL's 31-seat, gas powered TGH-3102's.

SAN DIEGO TRANSIT SYSTEM (SDTS): September 6th saw the following service cuts: Line 2--30TH STREET had its Niles & University branch, which only operates during the weekday peak period, had through downtown trips cut from 4 in each direction in the AM and in the PM peak periods to just one inbound trip in the morning. All other Niles & University branch trips operate as shuttles between Niles & University and 30th & Juniper, at which point, passengers transfer to mainline Line 2 buses to and from downtown. Line 7--UNIVERSITY AVE. had weekday peak service cut by 3-4 round trips in each period (AM and PM). Line E--EL CAJON had a new schedule issued on September 6th, but it didn't go into effect until September 24th. The schedule shows the new extension from Main & Lincoln to 2nd & Main (4 minutes away) via Main, 2nd, Mission to an alley in back of Main St. By allowing this extension, the California Public Utilities Commission has allowed SDTS to enter the heart of the territory served by SAN DIEGO ECONOMY LINE, yet REFUSED to lift the MOST UNFAIR restriction placed on SDEL (TB-6/64), which has hurt the small bus company, just so that the larger SDTS could be "protected." All E Line trips operate over the extension without any restriction. Is it any wonder that so many small bus companies are forced out of business, when one considers the negative attitude of the PUC toward small operators?? E Line service cuts saw the removal of 2 inbound AM trips. In other service cuts, Line H-CABRILLO HEIGHTS, which has half hourly service from downtown to Mission Valley Center and hourly service through to Cabrillo Heights, Monday through Saturdays, had its Mission Valley Center inbound headways straightened out from a 25-35 minute headway to an even 30. Line O--OCEAN BEACH-IMPERIAL BEACH received some rush hour cuts--also the 2 trips formerly shown in the "O" schedule to and from the Rohr Aircraft plant, are not shown in the new issue. UTB member, Bill Wootton informs us that one of the 2 trips has been discontinued. Line R--LA JOLLA received another service cut, its seven-days-a-week 25 minutely base headway being reduced from 25 to 30 minutes. The Line R--BELMONT PARK-ANACAPA & MISSION

CALIFORNIA CAPITULATIONS--SDTS (CONTINUED):

rush hour Monday thru Friday only shuttle service received a slight headway improvement. The line serves the area formerly served by SAN DIEGO ELECTRIC RAILWAY's 16--LA JOLLA and 15--MISSION BEACH streetcar operations. The area served is a peninsula, formerly connected at the south end by a SDERy bridge to the other side of Mission Bay and Point Loma. One-way trips on the shuttle take 4-5 minutes between the end of the peninsula and the Belmont Park amusement center, at which connections are made with mainline "R" coaches. Line V--LINDA VISTA-CHULA VISTA, which recently received tremendous improvements in shuttle service between San Diego and the 32nd & Harbor Naval Base, (TB-7/64) has done it again. Inbound weekday shuttle service has been boosted to an almost fantastic level of service, for this day and age, with its declining patronage and disappearing service. From the former level of 16 inbound shuttles, 37 trips on Monday, Tuesdays and Thursday; 57 trips on Wednesday, and 62 trips on Fridays, are now being operated! Thus, service is provided almost every 10 minutes, in both directions, until almost 2 AM. Outbound shuttles were increased from 12 to 31 trips, Monday thru Thursday, with 37 being operated on Friday. Saturdays shuttles were increased from 30 to 57, inbound, extending hours of 10 minute service from 9:02AM-2:32PM to 9:02AM to 1:43AM, the next morning. Outbound shuttles, which also continue on to National City were increased from 27 to 29. On Sundays, when there was formerly no inbound shuttle service, now has 26 such shuttles, operating between 6:50PM and 1:43AM, providing a 10-20 minute service, instead of the normal "V" Sunday service of 45 minutes. Outbound Sunday shuttles were increased by 2 to a total of 34. Bill Wootton also informs us that Line A--(name unknown), which is a rush-hour only service for workers traveling to and from the Convair plants on Pacific Coast Highway, was discontinued completely on about September 25th. From the Convair plants, the route traversed was via Pacific Coast Highway, Washington St., and University Ave. to Massachusetts St. Near the end, however, most trips had been cut back at Euclid Ave.

Late in September, a closed-door meeting was held between the City of San Diego and the consulting firm that conducted the study concerned with possible municipal take-over of SDTS. Up until the time of the meeting, the city had been very critical of the report, being against the concept of a municipal bus system. After the meeting, the Mayor and the entire City Council came out waving the municipal transit banner. The City of San Diego is to take-over SDTS, on its own, and will receive compensatory payment from other cities served. The details of the take-over, including financing, have yet to be worked out. It is expected that it will be well over a year before municipal operation actually begins. No mention has been make of acquiring the SAN DIEGO ECONOMY LINE, or WESTERN GREYHOUND LINES commuter SAN DIEGO-SAN YSIDRO "Border" service, the only other transit operations in the San Diego Metropolitan area, however there may be some mention of this in the report.

SDTS has been replacing the "GM COACH", which are red, silver and black in color, that appear on non fishbowl equipment below the front windshield, with green and gold plates bearing their new emblem. The new plates are the same size as the old GMC plates.

LONG BEACH PUBLIC TRANSPORTATION COMPANY (LBPTCo): LBPTCo has completed repainting its "active" fleet into the much admired two tones of blue. With the completion of the 3601-3607 series 36 seat GMC TDH-3610's, the project was completed. Following is a recap. of the renumbering (the new number is given first--the old number following.) 3601--7604; 3602--7602; 3603--7603; 3604--7608; 3605--7612; 3606--7626; and 3607--7629. Some recent equipment

CALIFORNIA CAPITULATIONS--LBPTCo (CONTINUED):

shifts saw the removal of 2 of the 4 recently retired TD-4506's from the Cherry Ave. property, 7529 and 7530 being removed. Meanwhile, 7609, which had disappeared, showed-up again. Coach No. 7532, the only TD-4507 which was not repainted blue, was moved around the property recently.

MARIN COUNTY TRANSIT DISTRICT (MCTD): Marin county voters will decide, at the November 3rd election, whether or not they want a transit district to be formed for the purpose of studying and operating their commuter traffic. If the voters approve the formation of the district, which has already been authorized by the state legislature, the new district will launch a $90,000 study of Marin County commuter needs. The money for the study will come from the Golden Gate Bridge authority and State Highway Department in the amount of $30,000, with the reamining 2/3 coming from the Federal Government. This would be the first step toward a Marin County controlled transit operation.

SANTA MONICA MUNICIPAL BUS LINES (SMMBL): SMMBL was selected to provide transportion for the 470 members of the U. S. Olympic Team, when the athletes were in Los Angeles between September 21st and October 1st, training for the 1964 Olympics, which were held in Tokoyo, Japan. Quoting its standard $8.50/hour, with three hour minimum rate, SMMBL was selected from several other operators. SMMBL's proud Director of Transportation, TOM PRIOR, explained "We believed that our modern, up-to-date equipment was one of the reasons that we were selected. SMMBL provided a 9-bus caravan to move the athletes around the Los Angeles area. For the occasion, coach No. 4551, a GMC TDH-4517, along with 4552, was reapainted light blue to the belt rail with dark blue below. 4551 differed from the 4552, in that it had alternate window posts painted red, white and blue, and wad decorated with Olympic emblems. Coaches 4502 and 4503, 1955 GMC TDH-4512's, reported as being without destination signs (TB-7/64) have had them replaced. Only three of the 12 701-712 series 44-seat White 1144D's are still left on the property.

ASSOCIATED CHARTER BUS COMPANY (ACBCo): The big red double-deck bus that ACBCo was using on charters, which was of CHICAGO MOTOR COACH LINES origin, and was of the "Queen Mary" type, was recently sold to an unknown movie studio--the coach had broken down on ACBCo and was not in operating condition.) This interesting bus, which the UNITED TRANSIT BOOSTERS had attempted to charter for an excursion, covering former routes of the LOS ANGELES RAILWAY and LOS ANGELES MOTOR COACH CO. that had used double deck buses, failed to materialize, because of the incapacity, mechanically, of this bus. The bus was moved from ACBCo's Van Nuys lot to the plant of the CROWN COACH COMPANY, a schoolbus, intercity bus and fire engine manufacturer, in Los Angeles, where, presumably, it will be rehabilitated for use in some movie.

SAN BERNARDINO MUNICIPAL TRANSIT SYSTEM (SBMTS): On September 11th, SBMTS cut out the three month trial experimental CROSSTOWN Line (TB-7/64). A money loser, this line was served by 31-seat TGH-3102's on an hourly headway.

WESTERN GREYHOUND LINES (WGL): On September 9th, WGL revised its weekday rush-hour only Marin County commuter service. Line K--SAN FRANCISCO FERRY BUILDING-FAIRFAX, which operates via Waloo Cutoff, Green Brae, Kentfield, Ross, San Anselmo and Manor had its service cut in half, due to the extablishment of a new line, F--SAN FRANCISCO FERRY BUILDING-MANOR, Via San Anselmo, and Fairfax, which provides faster service, as it does not work local south of San Anselmo; it also provides extra service in the San Anselmo area.

CALIFORNIA CAPITULATIONS--WGL (CONTINUED):

Both the F and the K lines, along with several other lines operate only during the weekday rush period, and originate or terminate at the Ferry Building which is located at the foot of Market St., at Embarcadero, supplementing regular Marin County serivce, which operates out of WGL's Seventh St. Station which is located about 11 blocks away.

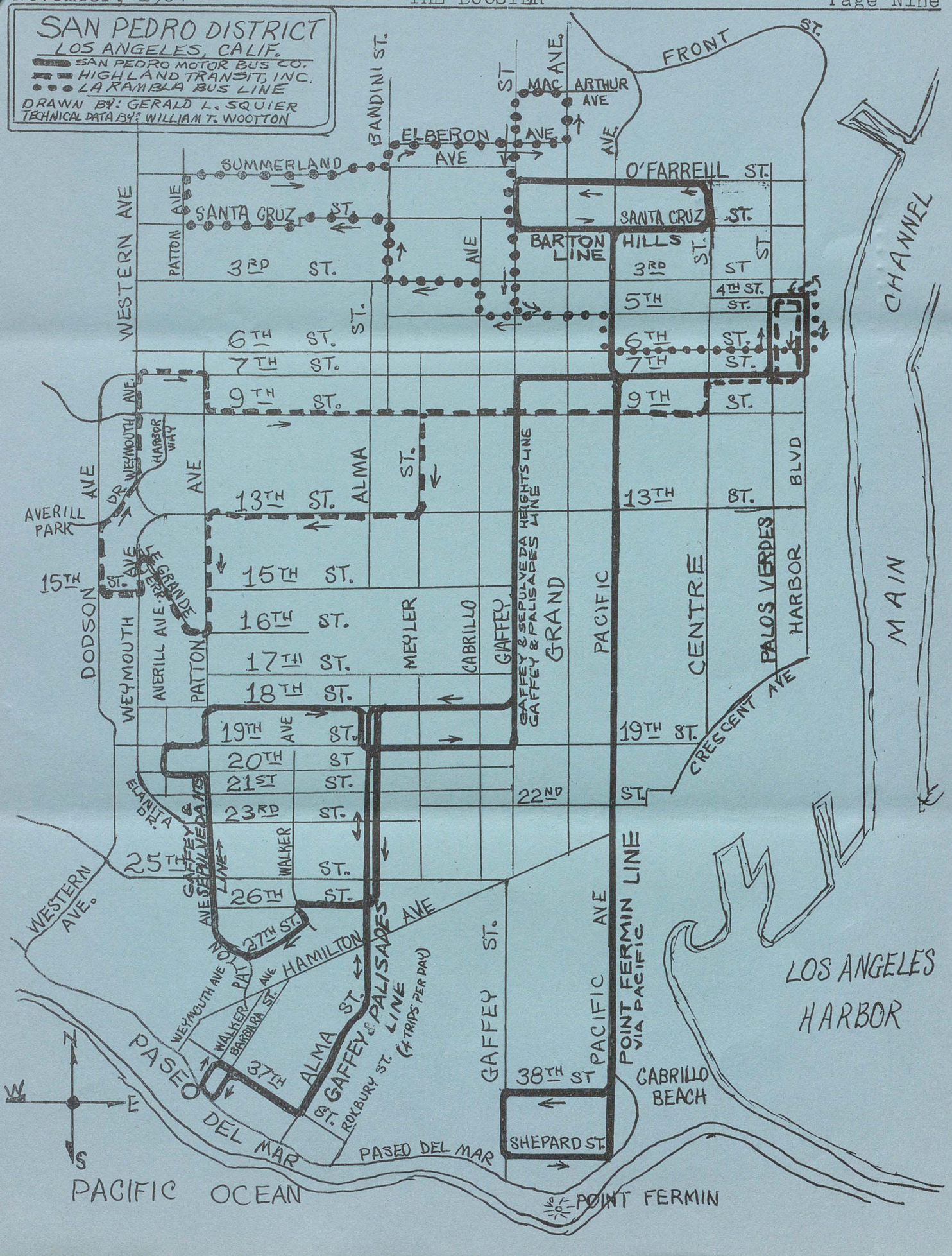
ALAMEDA-CONTRA COSTA TRANSIT DISTRICT (ACCTD): In September, ACCTD extended the special free round trip tickets, to any point in the East Bay, formerly given only to new residents of Albany, Berkeley, El Cerrito and Kensington to also include San Leandro, Alameda, Richmond, El Sobrante and San Pablo. New Residents of these communities receive, in addition to free tickets, a bus route map, and an ACCTD tour booklet. We feel that this is a most proper way to encourage those new residents to use the bus all of the time.

HIGHLAND TRANSIT, INC. (HTI): HTI, a San Pedro local operator, applied, in October, for a raise in the basic fare from 15¢ to 20¢, and to raise the cost of 30-ride school tickets from $2.50 (@ 8-1/3¢ per ride) to $3.50 (@ 11-2/3¢ per ride). This move may trigger-off the other San Pedro local companies. A raise in the standard fare of 15¢ is to be expected, as most of them are doing poorly, financially--the equipment is the oldest in Southern California. Only the SAN PEDRO-HARBOR CITY (GREYHOUND connection) of SAN PEDRO TRANSIT LINES, presently has a 20¢ fare, having had attained it when the line was taken over from WESTERN GREYHOUND LINES

LA RAMBLA BUS LINE (LRBL): LRBL, another San Pedro local operator, has also applied for a raise in fares to 20¢, plus the hike in the cost of school tickets.

SAN PEDRO MOTOR BUS (SPMB): SPMB, who operates the BARTON HILLS Line in San Pedro, has followed the lead of LA RAMBLA BUS LINE (TB-4/64), and has discontinued all Sunday and holiday service. This policy became effective on the BARTON HILLS Line on September 27th. Formerly, a 20 minute service was provided by one bus between 6:00AM and 7:40PM, with an hour gap at noon for lunch time; 10 minute late afternoon (rush hour) service provided by two buses. The line is operated with a total of two buses; when one of them breaks-down, the 10 minute service is not provided SPMB No. 21 is a 1947 27-seat transit coach, with a Wayne body (with two doors), powered by a Chevrolet engine, located in the rear of the coach. The 21 is used only in the "rush" service, and is marked by having two destination signs, reading "BARTON HILLS BARTON HILLS". Bus No. 24 was recently repainted in SPMB's yellow paint scheme, and so far, no number has been applied to the outside of it. The interesting thing about the 24, is its age. With the possible exception of the "Galloping Bathtub Twins", used on a local line in the City of Avalon, on Santa Catalina Island, the 24 is the oldest bus being used in daily service in Southern California. The coach is a 1939 Fitzjohn (Duraliner, we believe), and is also powered by a Chevy engine. This 25-seat bus has only a single door, which is located between the two axles, is affectionately known by the local enthusiasts as "The Barton Hills Bullet;" it is the usual bus on the BARTON HILLS Line. Any transit fan, wishing to observe an interesting small-town system, is advised to visit San Pedro, with its unusual assortment of grinding Ford Transits', are falling apart, and are eventually being replaced with small, second-hand GMC's.

On the next page is a map, showing the routes of the three San Pedro area companies, HIGHLAND TRANSIT, INC., LA RAMBLA BUS LINE and SAN PEDRO MOTOR BUS CO.


SAN PEDRO DISTRICT
LOS ANGELES, CALIF.
SAN PEDRO MOTOR BUS CO.
HIGHLAND TRANSIT, INC.
LA RAMBLA BUS LINE
DRAWN BY: GERALD L. SQUIER
TECHNICAL DATA BY: WILLIAM T. WOOTTON
FRONT ST.
MAC ARTHUR AVE
BANDINI ST.
ELBERON AVE
SUMMERLAND AVE
O'FARRELL ST.
SANTA CRUZ ST.
PATTON AVE
WESTERN AVE
BARTON HILLS LINE
3RD ST.
4TH ST.
5TH ST.
6TH ST.
7TH ST.
9TH ST.
HARBOR WAY
WEYMOUTH AVE
DR.
AVERILL PARK
ALMA ST.
13TH ST.
15TH ST.
16TH ST.
17TH ST.
18TH ST.
19TH ST.
20TH ST.
21ST ST.
22ND ST.
23RD ST.
25TH ST.
26TH ST.
27TH ST.
DODSON
AVERILL AVE.
EL GRANDE
MEYLER
CABRILLO
GAFFEY
GAFFEY & SEPULVEDA HEIGHTS LINE
GAFFEY & PALISADES LINE
GRAND
PACIFIC
CENTRE
PALOS VERDES
HARBOR
BLVD
CRESCENT AVE
CHANNEL
MAIN
ELANITA DR.
SEPULVEDA
WALKER
HAMILTON
PATTON AVE
BARBARA ST.
ROXBURY ST.
(4 TRIPS PER DAY)
GAFFEY ST.
PACIFIC AVE
POINT FERMIN LINE VIA PACIFIC
LOS ANGELES HARBOR
CABRILLO BEACH
38TH ST
SHEPARD ST.
PASEO DEL MAR
PACIFIC OCEAN
POINT FERMIN
N
W
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# SCRTD REPORT

by David Landes

SCRTD ASSUMES COMMAND:

At exactly 10:03AM (PST), Thursday, November 5, 1964, the SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT officially assumed operation of the bus system of the LOS ANGELES METROPOLITAN TRANSIT AUTHORITY, which the latter had operated March of 1958. The SCRTD Directors have voted to retain from the LAMTA Staff, C. M. GILLISS as General Manager, VIRGINIA REES as secretary to the Board, and H. L. BLACK as Treasurer-Controller. The Board meetings will be held on the first and third Wednesdays of each month at 9:30AM, in the Board of Supervisors' Meeting Room, Hall of Administration, temporarily, until the Board room in the District Building has been remodeled.

Few signs of any change have appeared, as far as the system is concerned. Transfers still bear the LAMTA initials, and probably will, until January 1st. New timetables have appeared with the LAMTA name, and no mention of SCRTD.

WILSHIRE BOULEVARD SERVICE REROUTED:

Effective December 27th, the 28 mile-long Line 83--WILSHIRE-SUNSET-TEMPLE service (known to the public as 83--WILSHIRE-SUNSET and 42--TEMPLE) will be divided into two segments, to be known as 83--WILSHIRE BLVD. and 42--SUNSET BLVD.-TEMPLE ST.

The new 83--WILSHIRE BLVD. service will operate from Santa Monica via the present Line 83 route to 7th & Grand, from which point it will be routed via 7th St., Los Angeles St., 6th St. and Wall St. to 7th; returning via 7th Grand, Wilshire, etc. After 7:00PM Monday thru Saturday, and all day on Sunday, the new "83" service is operated into the temporary depot, from 7th St., northbound via Spring and southbound via Main St. Along with the route changes, hourly "owl" service will be instituted along Wilshire Blvd., between Beverly Hills and Los Angeles. Owl service for the Wilshire area is now being offered on 6th St. (one block north) as a part of Line 3--WEST THIRD ST.-CENTRAL AVE. Under the new system, only the Central Ave. portion of Line 3 will have owl service.

The remainder of the old 83 route will be known as 42--SUNSET BLVD., and 42A--TEMPLE ST., with both operating locally on Temple St.; the Sunset service now operates "Express" along Temple St. This arrangement will provide Temple St. residents with 6-12 minute service. Both branches will terminate in the vicinity of Olympic & Hill.

FREE RIDES TO LURE SHOPPERS:

As part of a pilot program aimed at evaluating the effectiveness of direct mail advertising, SCRTD will be mailing out 80,000 postcards, that will be good for a free 25¢ ride on any District coach, between November 15 and December 31. Since the program is aimed at Christmas shoppers (in this program, anyhow), the cards will not be valid during the weekday peak hours.

The two areas chosen for the study are along Beverly Blvd., between La Cienega and Fairfax, and along Adams Blvd., between Crenshaw and Western, both served by line 44--BEVERLY BLVD.-ADAMS BLVD. These areas were chosen because Line 44, operating on a 10 minute headway, has very many empty seats in the non-rush hours, and the District would like to attract more riders. The cards will be color coded, so that the District transportation engineers can see how many riders from each test area take advantage of the offer. This will be the first experiment with direct mail advertising ever tried in Los Angeles; we hope that it is a success--if it is, other such campaigns may be forthcoming.

REPAINTED BUSES (light green and white--November): 5300-5304, 5309 and 5311.