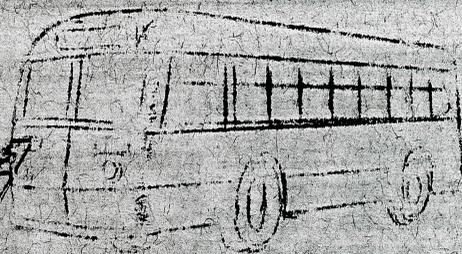


THE BUSINESS



Vol. 1, No. 4

NOVEMBER, 1963

Sixteen Pages

SANTA MONICA MUNICIPAL BUS LINES

FROM RAGS TO RICHES

The story of the development of municipal transit operations in the world famous Southern California beach city of Santa Monica might be said to be worthy of a great Hollywood Production, it having been born out of necessity, having led a terribly rough youth, falling under competition, but finally rising above it all to become the most progressive, if not the most profitable transit operation in the country.

Beginning back in April, 1928, the City of Santa Monica started its first line, which operated between Downtown Santa Monica and the intersection of Pico Blvd. and Rimpau, in Los Angeles, and a connection with LOS ANGELES RAILWAY's Line P--PICO--EAST FIRST streetcar operation. The bus line was started so as to give Santa Monica's a cheaper and more direct service to Los Angeles. At that time, PACIFIC ELECTRIC RAILWAY had two interurban rail lines to Santa Monica, one via Venice Blvd. through Culver City and Venice, the other via Santa Monica Blvd., Beverly Hills and West Los Angeles. For many Santa Monicans, PE's service was too expensive, too circuitous, and took too long. Thus it was that the PICO BLVD. line, which is the main line, even today, was initiated. In the early years, SMMBL enjoyed a modest profit, as, up to the time of World War II, it acquired two or three additional lines. During World War II, many people were recalled to the

defense plants of Douglas and others, as additional buses were acquired. But, after the war, the story was different. The auto was once more on the scene. From 1947 to 1954, SMMBL experienced a serious decline in patronage, as did another Santa Monica area private transit firm, BAY CITIES TRANSIT.

Bay Cities development is another part of the Santa Monica story. BCT, which started operation even before SMMBL, got its first permit to operate between the Sawtelle Soldiers Home and S. M. back in 1922! BCT was given a franchise to operate local service in S. M. on February 16, 1923, and in 1929, between S. M. and the University of California at Los Angeles' new campus near Westwood Village. Bay Cities, like Muni., experienced the ups and downs of business connected with WW II. But, unlike the Municipal operation, BCT was not subsidized. On August 8, 1951, Bay Cities drivers went on strike, for higher wages. BCT officials declared that not only couldn't they afford a new pay raise, but they couldn't afford to stay in business as it was! On August 29, 1951, SMMBL applied for permission to operate over BCT routes. On September 4, 1951, the California Public Utilities Commission approved the abandonment of BCT and the sale of its assets to the City of Santa Monica.

Thus it was, in 1951, that SMMBL found itself as a system of over twice its former size, but losing twice as much money as before.

SANTA MONICA MUNICIPAL BUS LINES
(CONTINUED)

By 1954, SMMBL operations were experiencing a 6% annual passenger decline; monthly losses amounted to as much as \$15,000! It became quite apparent that a change in management was necessary. A man was needed with foresight, with experience, and with progressive ideas. The new manager would have to eliminate costs, while increasing patronage--a job big enough for any man. Santa Monica found that man--
WILLIAM F. FARELL.

Mr. Farell instituted a plan whereby equipment was replaced, public relations were improved, safety and courtesy were improved. The success of the program was almost instantaneous, for the tide of lost revenue and patronage was turned in 1955.

In the nine years since 1954, Santa Monica Municipal Bus Lines has taken on an entirely new look and reputation. From its poorly maintained fleet of White and Ford Transit coaches and traditional "don't-give-a-damn" drivers to one of the newest and best maintained fleets in the country, consisting entirely of GM Diesels, with drivers that are as friendly and courteous as can be found anywhere.

Any story of Santa Monica Municipal Bus operation would not be complete, without mention of the Ocean Park Turntable. The turntable was located in SMMBL's Ocean Park Terminal, which was a fenced-off area at the end of Pier Ave. at Ocean Front Walk. The terminal was a fenced-off area, with entrance through a turnstile, where fare was paid, and exit through a revolving gate. In the quite small terminal area, the bus drove in, discharged its passengers, was turned around on the turntable, loaded its passengers and drove out. The turntable was removed about 1950.

For the past few years, SMMBL operations have been conducted out of the garage and terminal located on Fourth St. between Olympic and Pico, in Santa Monica's Civic Center. Early last spring, however, operations were shifted to a brand-new office-garage-terminal-yard, located in the vicinity of Sixth and Colorado.

The financial success of SMMBL can be described as follows: from the low in 1954, patronage has risen 18% (10,900,000 to 12,500,000 per year), while average patronage for the country has declined 22%. As of 1961, 97 buses of the fleet of 100 had been purchased since 1954, and all had been paid for in cash, out of the depreciation fund. Profit after depreciation increased from \$146,000 in 1955 to \$196,000 in the 1959-60 period.

Of course, not every city can be a Santa Monica. SMMBL's success must also be attributed to at least two other factors: the high population density of the West Los Angeles-Santa Monica area, and being "blessed" with "competition" from another transit operation which has neither a progressive attitude nor a strong and positive public relations program!

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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SANTA MONICA MUNICIPAL BUS LINES (CONTINUED)

SERVICE TABLE. Below is a service table, showing present operations. Line numbers, names, headways and coach requirements may be ascertained from this table:

Line No.	Name	Base Req	Rush* Req.	Sat. Req.	Sun Req.	Eve.	Nite	
1	Santa Monica Blvd.	10	9	--	--	12 8	20 5 20/30 30	
2	Wilshire Blvd.- Victoria Ave.	15	8	--	--	15(30) 6	20 5 20/30 30#	
3	Lincoln Blvd.- Montana Avenue	20(60)	4	15(30)	6	20(60) 4	35 2 30# 60	
5	Pico Car Line- Veterans Hospital	30	3	20	4	30 2	40 2 60 --	
7	Pico Boulevard- Ocean Park	10	11	--	--	15 8	15 7 20 30	
8	Carlyle Avenue- Ocean Park Blvd.	15(30)	8	15	9	30 4	60 1 30#(60) 60	
9	Pacific Palisades- Olympic Boulevard	60	1	30	3	60 1%	None 60 --	
12	Pico Car Line Robertson Boulevard	40	2	30	3	60 1	None -- --	
13	Pico Car Line Airdrome Avenue	Rush hour service only, daily except Sunday! AM: 30 Min, PM:35 Min--2 buses; Saturday: AM: 60 Min, PM:70 Min--1 bus.						
TOTAL COACHES REQUIRED		Base 46	Rush 55	Sat 34	Sat 37	Rush	Sun 22	

NOTES:

- * Rush-hour headway--shown only if different from base headway
- % Route 9: Saturday rush-hour headway is the same as weekday rush headway. Base and evening service is provided only on the Pacific Palisades end, the Olympic Blvd. portion operating only in rush hours Monday through Saturday.
- # Evening or nite service is 60 minutely on Sunday, instead of headway listed.
- () Denotes short-line or turn-back service. There are no branch lines.
- No coach requirements are shown for nite or evening service.

COMMENT: SMMBL schedules are note worthy, because no other transit operation in the vast so-called "Southern California Wonderland" served by the LOS ANGELES METROPOLITAN TRANSIT AUTHORITY, (other than LAMTA itself) can brag about having two lines with a ten minute weekday base headway! Santa Monica Muni. is also one of the four operators in the L. A. area to offer "owl" service. SMMBL's Line 7, which operates at least two hours apart, during the "owl period." The other operators are LAMTA, GARDENA MUNICIPAL BUS LINES and TERMINAL ISLAND TRANSIT CO. Additional service, not shown on the above table (e. g. rush hour trippers and school extras) is also provided by SMMBL.

SANTA MONICA ROSTERS:

Available roster information currently consists of two parts: First the "Old Roster" of coaches acquired before 1953, about which not too much is known, and secondly the "Current Roster", about which just about everything is known. At this time, all equipment listed on the old roster has been retired. Even some of the equipment on the new roster has been sold to other transit companies.

Any additions or corrections to either roster would be greatly appreciated, and should be sent to your FRIENDLY compiler, Warren F. Quon.

SANTA MONICA MUNICIPAL BUS LINES (CONTINUED):

OLD ROSTER:

Series	Quantity	Builder	Model Number	Year	Seats	Comment or Retired
200	18	Ford	Transit	1947	27	Ex-Bay Cities
300	7	White	782	1941	34	Dec., 1955
300	8	White	786	1941	36	Dec., 1955
401-405	5	Transit	81	**--	31	Ex-Bay Cities
500	3	White	788	1940	42	Dec., 1955
600	10	White	798	1943	44	} Only 3 in service, rest sold, 1963
600	7	White	798	1946	44	
701-712	12	White	1144D	1952	44	1963

NOTE: The 600 series coaches are probably 601-610 and 611-617, however, this is not definitely known, as is the exact numbers of the 200, 300 and 500 series.

CURRENT ROSTER:

Numbers	Quantity	Builder	Model Number	Date Delivered	Remarks
101-115	15	GMC	TDH-3714	Aug. 1953	} 4 3714's held for use on light lines (most of rest sold.
116-126	11	GMC	TDH-3714	Aug. 1954	
4501-4505	5	GMC	TDH-4512	Feb. 1955	} TDH-4512's are to be retired and sold--objective: coach life of seven years.
4506-4510	5	GMC	TDH-4512	June 1955	
4511-4513	3	GMC	TDH-4512	Nov. 1955	
4514-4518	5	GMC	TDH-4512	Apr. 1956	
4519-4526	8	GMC	TDH-4512	July 1956	
4551-4554	4	GMC	TDH*4517	Jan: 1960	
4555-4564	10	GMC	TDH-4517	Jan. 1961	
4565-4566	2	GMC	TDH-4517	Jan. 1963	
4567-4568	2	GMC	TDH-4519	Apr. 1963	
4801-4808	8	GMC	TDH-4801	Aug. 1957	} SMMBL fought for right to operate these 40' long coaches, and received OK in 1958
5101-5105	5	GMC	TDH-5105	July 1958	
5106-5113	8	GMC	TDH-5105	Dec. 1958	
5301-5308	8	GMC	TDH-5301	Oct. 1959	
5309-5310	2	GMC	TDH-5301	Jan. 1960	
5311-5320	10	GMC	TDH-5301	Mar. 1962	
5321-5326	6	GMC	TDH-5301	Jan. 1963	
5327-5336	10	GMC	TDH-5303	Nov. 1963	Just delivered.

COMMENTS: Santa Monica Municipal Bus Lines bus deliveries are worthy of further note in two instances: The 5100 series coaches are the only GMC TDH-5105's ever delivered to a California operator, and they were the only 40-foot-long coaches delivered to a California operator between 1953 and 1959. These coaches were considered illegal in California, and approval to purchase any such coaches would not be given by the California Public Utilities Commission. SMMBL was not under PUC jurisdiction. Secondly, the 5301-5308 GMC TDH-5301's were the first "Fish-bowls" delivered to a California operator, and were the third order GM built, the first two orders going to Detroit's DEPARTMENT OF STREET RAILWAYS, the second going to CLEVELAND TRANSIT SYSTEM

TDFHST
C-41
IC-44
3509
IC-5

1144D FL-2P-40 CM 38-S C-49-DM

PDG-3102
TTW-528
42757

UNIDENTIFIED DIFFERENCES

PDA-4106 TGM-3602 C-50-DT 798 F2D6V-401

Hey, dear reader, you say that you've been seeing these unintelligible numbers placed throughout articles in THE BOOSTER, and you didn't even know what they were, let alone what they meant?

One of the purposes of UTB, is to learn of the characteristics of the Transit Industry. A universal language has been developed for referring to the various different bus types. This language usually consisted of the manufacturers model designation, which was usually placed on the builders' plate, as well as on the vehicle registration slip.

Most builders used different model number systems, however, there were a few that used the same symbols. The significance of model numbers is that (particularly with GM) every bus with the same identical model number, built by the same manufacturer and of the same relative age, should look the same. For the first in this series of articles on bus model numbers, we will take up the system used by Yellow and G. M.

UNIDENTIFIED DIFFERENCES - G. M. LETTERS
The Yellow Coach Manufacturing Co. went into the business of building

motor buses in either the "teens" or the 1920's. Later on, the expanding General Motors Corporation acquired Yellow Coach, and operated it as their Yellow Coach Division. At the end of World War II, G. M. decided to merge its Yellow Coach Div. with its GMC Truck Division, forming the new G. M. Truck & Coach Division. This change had no effect on the style of coach built nor the model numbers. Thus for our purposes, Yellow and GM are synonymous. The present article will be concerned only with Yellow-GM Coaches built between 1940 and 1959. Future articles will be concerned with pre-1940 Yellow Coaches (about which little is now known) and with post-1960 GM Coaches.

MODEL NUMBERS. Yellow-GM model numbers between 1940 and 1959 consisted of letters and numerals that stood for the type of bus. LETTERS: The letters in the model numbers indicated first the type, whether transit or inter-city, the type of engine, whether gas or deisel, and, after 1947, the type of transmission, whether hydraulic or mechanical. The letters used were: Body--T for Transit or P for Parlor (inter-city); Engine--G for Gasoline or D for Deisel; Transmission--H for Hydraulic or M for Mechanical. From 1940 to 1946 letter combinations were PG, PD, TG or TD. After 1946, combinations were PG, PD (transmissions were not noted on inter-city busses, as all were built with mechanical transmissions) TGH, TGM, TDH or TDM. NUMERALS: Between 1940 and 1959, the numerals consisted of four numbers, the first two of which indicated the originally intended seating capacity, and the last two of which were "engineers numbers" which changed each time there was a major change made. It could be said that their engineers numbers were the only true "model numbers".

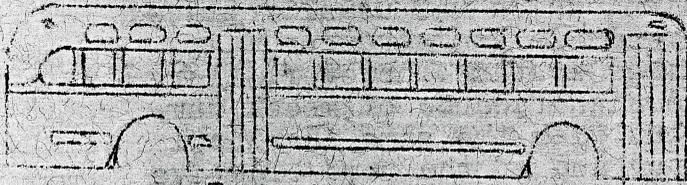
UNIDENTIFIED DIFFERENCES. There were only two major items that weren't indicated in the model number, and that could vary in coaches of the same model number: the existance or non-existance of a rear door, and high "suburban" windows instead of smaller windows and related standee windows. It is interesting to note that the height of the suburban windows equaled the height from the bottom of the regular window to the top of the standee window. There are, of course, other differences, however, these are too numerous to mention, and are not particularly significant as they would vary from transit company to transit company.

BUS MODEL NUMBERS--YELLOW-GM COACHES (CONTINUED):

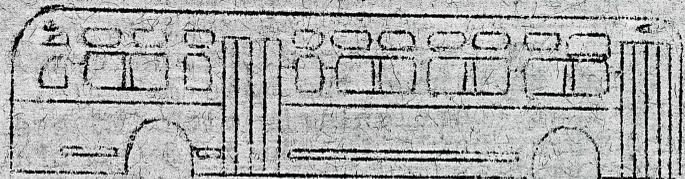
BODY STYLES. To further restrict this article, we will be concerned only with "Transit" type coaches. In the 1940-1959 period, there were only two different body styles. The era of the Square Windows was from 1940-1948; the era of the Paired Windows (windows with round corners, generally grouped in pairs of two) from 1949 to 1959. (UTB member, Ed Buckley refers to the two types as "Squary" and "Pairy" respectively.) Below are drawings indicating differences between transit and suburban and Pairy and Squary types:

Square Windows--1940-1948 (SQUARY)

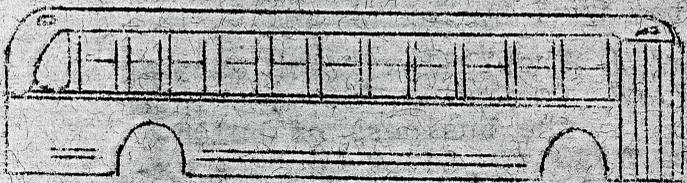
Paired Windows--1949-1959 (PAIRY)



Transit Type



Transit Type

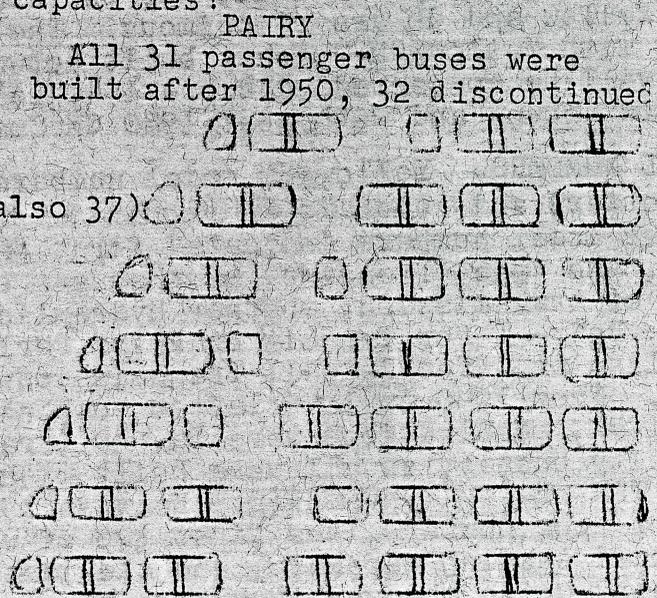
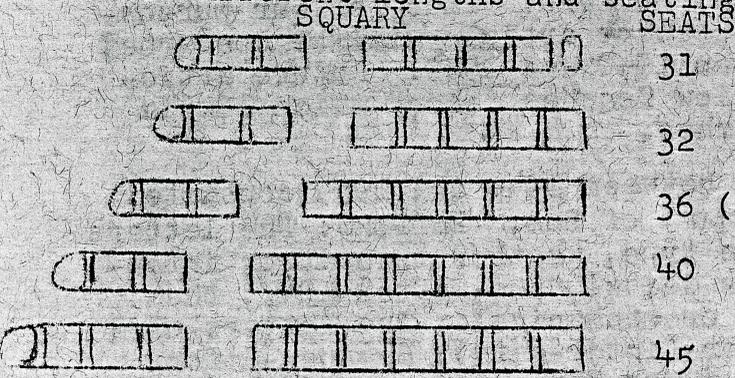


Suburban Type



Suburban Type

All four coaches above are or the same capacity (45 seats) so as to show the difference between coaches of the same size. But what about buses of different lengths and seating capacities?



All 31 passenger buses were built after 1950, 32 discontinued

Except for some experimental 48 50 or 54 seat models built around 1940, no large square window buses were built. Large capacity bus fever hit the transit industry in the late 1940's and early 1950's.

The above diagrams were intended to convey the window arrangements on two door transit coaches. Only the windows are shown as the rest of the body details are the same, regardless of size. For one-door transit coaches, another window should be inserted in the space left for the rear door. For suburban coaches, the height of the windows should also be increased, as well as adding the extra window in place of the rear door. A further difference in bodies of 1949-1959 coaches, was an additional width. After 1948, both 96 and 102 inch widths were available. From the rear of the coach, the excess width can be noted as the rear window post is six inches wider on the wide than the narrow.

BUS MODEL NUMBERS--YELLOW-GM COACHES (CONTINUED):

MODELS OR STYLES. Between 1940 and 1959, there was a maximum of six different models or styles that were built. The model numbers for each size and model time-period is shown in the following table:

Year Size	1940	1941-42	1945-46	1946-48	1949-52	1953-59
31	----	----	----	----	3101	3102
32	----	3205	3206	3207	3209	----
36	3601-02	3605-06	3609	3610	3612	----
37	----	----	----	----	----	3714
40	4001-02	4005-06	4007	4008	4010	----
45 Wide	----	----	----	----	4510	4511
45 Narrow	4502	4505	4506	4507	4509	4512
45 Suburban	4502	4505	----	----	4509	4515
48	----	----	----	----	----	4801
51 Wide	----	----	----	----	5103	5105
51 Narrow	----	----	----	----	5104	5106
51 Suburban	----	----	----	----	5107	5108
55	----	----	----	----	5502	----

It might be said that there isn't too much continuity in model numbers between different size coaches of the same age. There are many missing numbers and blank spaces. Some of these can be explained; others cannot. BLANK SPACES in the table indicate that no model was built or if it was, this fact is unknown. Notes: The 32 passenger line was discontinued in the early 1950's and the 31 instituted; the square windowed 3101 and 3102 was manufactured while buses of other sizes were of the paired window type. In 1953 the standard 36 passenger seating arrangement was changed to 37, so that the new 36 was 3714 instead of 3614. Until 1953, 45 passenger suburban coaches bore the same number as their transit counterparts. The 4801 was manufactured from 1953 to 1958 for California operators only; the 51's were ruled too big by state law in the early 1950's. Yellow Coaches were built 1940-1942; GM 1945-1959. Air Suspension replaced usual springs on 1953-1959 buses. The only 5502's known to have been built were the 100 built for Chicago Motor Coach in 1949. Between 1940 and 1942, Yellow coach offered both four and six cylinder engines for its 36 and 40 passenger coaches; there was a separate model number for each. COMMENT: The above article is not intended to be a complete study on the subject, but simply an introduction to the subject for our novice readers.

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT

By Warren F. Quon

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT. AC Transit awarded the order for 30 new buses to General Motors on a bid of \$818,000. The order includes an option to purchase 30 more coaches before May 1, 1964. Of the 30 new coaches, 15 ordered were TDH-4519's--the other 15, TDH-5303's. They will feature "bucket" type seats, improved "push-out" doors (rear doors that open at a "fingertouch"), and the "ceiling-on-the-walls" treatment that LAMTA's last order of "SilverLiners" have. During October, at least six of the 4519's, numbered 750-755, were received. They were seen at ACT's Emeryville Division and in service on Line 18-PARK BLVD.-LAKESHORE AVE. on October 17th. The 4519's will probably be numbered 750-764, while our guess for the 5303's would be 625-639. The TDH-4519's will allow ACT to retire 10-15 old gas buses, probably of the 1300 series GM TD-3609's or 2500 series Mack C-41GT's. The TDH-5303's will be for expansion of service and will arrive before the end of the year. These 30 new coaches, upon their arrival, will bring the total to 310 "Transitliners" (AC for "Dreamliners") that AC Transit has purchased in its 2-3 years in business.

AC Transit issued a new transit map in August, and a revised edition of their transit history publication. In other AC events, a \$1500 study is being made on feasibility of hydrofoil and hovercraft (one British bus company is trying out a hydrofoil craft). On September 9th, Line C--MONTCLAIR-CRESTMONT commute service was rerouted via Park Blvd. and McArthur Freeway. This branch of Line C service will run through to Skyline and Redwood Rd. Line C service, operated in the past via Line 76, terminated in Montclair. In the base period, the Line C terminal has been extended to Line 11's terminal at Highland and Magnolia Aves. A new Line C EXPRESS now operates between Highland and Magnolia and San Francisco via Oakland Ave., Buena Vista Ave., Harrison St., McArthur Freeway and the Bay Bridge, saving 12 minutes running time. Line R--HAYWARD mid day and Saturday service was rerouted, in July, via High St. and Nimitz Freeway, saving eight minutes running time. Line K--HAVENSCOURT rush hour express service was extended along Bancroft to 98th Ave. Line K's local headway was changed from 45 to every 30 minutes. With the issuance of a new schedule for Lines 51 and 58, on July 1st, AC Transit has a detailed schedule for every line (a goal that LAMTA has not yet reached.)

SAN BERNARDINO MUNICIPAL TRANSIT SYSTEM. SBMTS, on September 11th of this year, restored night and Sunday service (see THE BOOSTER, August, 1963). Line 1--COLTON-34th ST. now has a 40 minute night and Sunday service (80 minute on the La Cadena and Monterey Park branches to Colton.) Extended hours are from former 6:29 PM to 10:29 PM on weekdays; new Sunday service runs from 7:49 AM to 6:29 PM. Line 2--SHANDIN HILLS-NORTON AIR BASE has hourly nite service from former 6:21 PM to new 10:44 PM, and new hourly Sunday service from 7:44 AM to 5:44 PM. Line 4--BASELINE has 30 minutely night service, extending operating hour from 6:46 PM to 10:46 PM, the new Sunday service, operating from 7:46 AM to 6:16 PM is also half-hourly. The restored service requires four buses: two for Line 1; and one apiece for Lines 2 and 4. In 1957, when most of the system was privately operated by SAN BERNARDINO VALLEY TRANSIT COMPANY, Sunday and nite schedules called for three buses; Line 2's SHANDIN HILLS portion had no nite service; Line 4 was served hourly by the same coach. It was in 1959 that all remaining nite and Sunday service was cut out. (There is still no service on six "LAMTA timetable holidays!") Another improvement was made on September 11th, as Line 9--

CALIFORNIA CAPITULATIONS--SBMTS (CONTINUED):

Rialto to Bloomington, raising the total daily except Sunday trips to Bloomington to Seven.

It is rumored that SBMTS may purchase ten deisel buses, as the present fleet is quite old--the only new buses are four gas TGH-3102's which were bought new in 1961. Last bus purchase was of two TDH-3612's from BAKERSFIELD MUNICIPAL TRANSIT SYSTEM in 1962.

LONG BEACH PUBLIC TRANSPORTATION COMPANY. LBPTCo has received 15 new TDH-4519 type coaches from General Motors. They left the factory at Pontiac, Michigan, on October 7, and were featured in ceremonies at various points along the route. Ten buses were present in Tulsa, Okla. on October 9, however all 15 were present on October 11, in Albuquerque, N. M., where the local Chamber of Commerce presented the caravan with Western gifts. On their October 14th arrival in Long Beach, the new buses were greeted by a large sign, stating "Welcome Home Boys, With Our New Buses." On October 19th, UTB was invited, along with the general public to participate in a parade of the new buses, by LBPTCo Vice President and General Manager, William F. Farell. UTB members met at the barn at about 10:00 AM, when the first of the new buses pulled out. In addition to the 15 TDH-4519's, there was one Mack C-41GT (converted to diesel) No. 7111, which was decorated eyes and a battered looking face (which brought to mind LAMTA's PCC 3002, the famous "Crying Trolley"). On the sides of the 7111, "I've Traveled 1,000,000 Miles or More in Long Beach, but This Is My Last Trip" was painted, while "Adios, Off to Pasture" appeared on the back. 7111 was the second bus in line and carried a brass band. The first bus was the famed Western Airlines former California Cable Car No. 44, which is now on a truck chassis, and is powered by a Hall-Scott gas engine. This vehicle served as the "Private Car" for the UTB group and a Square Dance Club. Bus 44 entertained the UTB group with its "peppy" ride as head of the bus parade. The entire caravan made a large loop east to Belmont Shores, then north on Bellflower Blvd., past Lakewood Shopping Center, then back south again on Atlantic Blvd. to Downtown Long Beach, where, joining the parade of 17 buses and two convertible automobiles (with suitably attired young ladies riding therein) and two LBPTCo supervisors cars, were bands, old cars, a stage coach (on which were riding the LBPTCo Board of Directors as "shotgun riders" and who held a Directors Meeting at which they decided to purchase ten additional new buses) and a "bicycle-built-for-two" on which were two girls attired in "Grandma's bike riding clothes." The parade then proceeded around Long Beach's shopping center finally coming down Pine St., where all of the stores were observing the "Good Old Days" sale. Half of Pine St. was closed for exhibits that ranged from military missile might to a clown show. Upon reaching First St., the parade broke up and all buses, except 4516-4521 (which were placed on display along Pine St.--one at every block from First to Sixth Sts.) returned to the barn. The United Transit Boosters and members Mike Campbell, Warren Buchanan, Jack Garcia, George Hays, Richard Willis, Richard Petzoldt, Warren Quon, Ed Buckley and Gerald Squier, would like to express their thanks to William Farell for permitting them to take part in a wonderful bus ride, and a most enjoyable afternoon.

The new buses are numbered 4516-4530 and their serial numbers are TDH-4519 229-243. They cost \$25,000 each and feature push-out rear doors (a new-to-Long Beach feature), two-tone blue exterior paint job and interior paint scheme of light blue, with touches of coral and white. 4516-4530 went into service on Monday, October 21st. Ten more new buses of the 51 seat TDH-5303 type are expected in December. Coaches 7578-7592, the 15 TDH-4517's are being repainted into the new two-tone blue colors and are being renumbered 4501-4515 in the order in which they are

CALIFORNIA CAPITULATIONS--LBPTC (CONTINUED):

repainted. One 7600 series TD-3609 has "Go By Bus" painted in blue below the front windshield.

Correction to the LONG BEACH MOTOR BUS CO. roster that appeared in the September 1963 issue of THE BOOSTER: Buses 7024-7026 are of the TG-4007 (converted to Diesel) type, serial numbers are 265-267. They are not of the TG-4006 type as 7013-7023 are.

SAN DIEGO TRANSIT SYSTEM. SDTS is in bad shape. Rumors are running around that routes B--ALLIED GARDENS-FAIRMOUNT PARK, K--CATALINA BLVD., W--NATIONAL CITY, and 12--BAYVIEW HILLS-PARADISE HILLS-NATIONAL CITY will have all mid-day (base) service eliminated. Line B is presently a hourly service with one bus, as is line W, Line 12 has 45 minutely headways operated by one bus. Line K, the only line of the four to go downtown, has 30 minute service with two buses on weekdays, with hourly headways provided with one bus on Saturday. This cut, say the rumors, would be done after the next SDTS shake-up. UTB member Bill Wooten sends us quotes from officials made in San Diego on October 24th: Walter Hahn, Assistant City Manager said "The present study of SDTS should not assume that some form of mass transit is necessary." He said "Many transportation authorities believe that the need for mass transit in the near future will exist nominally, if at all." Councilman Ivor de Kirby said "The problem is not whether we need it (SDTS). The problem is whether or not it's going to be dumped in our lap!" So, the San Diego city authorities refuse to fully participate in the study of mass transit and to find a solution. Meanwhile, SDTS, city and PUC checkers are trying to find out how bad the situation really is.

On October 26th, SDTS started painting their non-fishbowl buses into the new standard white and light green paint scheme that is used on the 200 series fishbowls. In the new scheme, older buses are white with green belt and skirting. So far 506 and 925 have the new scheme. The new scheme is the same as was used on "Shopper's Shuttle" coaches 997 and 998. Buses will be repainted at the rate of three a week.

CITY OF COMMERCE MUNICIPAL BUS LINE. The City of Commerce City Officials recently voted to oppose all taxation plans for any mass rapid transit system (referring to LAMTA tax plans). This is surprising, as the City of Commerce subsidizes it's municipal bus system 100% (no fares are collected!) In other action, they voted to purchase an unknown type of bus for service to the San Bernardino Mountain resort areas for local residents.

ORANGE BELT STAGES. OBS is making further cuts in the San Joaquin Valley. The former seven-days-a-week trip from Goshen Jct. to King City via Hanford was cut, on October 27th, to Tuesday and Friday only. New schedules call for a coach to leave Goshen Jct. at 10:05 AM, arriving at King City at 1:35 PM. Returning, the coach would leave King City at 1:50 PM returning to Goshen Jct. at 5:42 PM.

SACRAMENTO TRANSIT AUTHORITY. STA, on August 18, extended its Line 2--RIVERSIDE BLVD.-LAND PARK DR. on both ends. On Riverside Blvd., half-hourly service was extended from William Land Park to 35th Ave., with a hourly service to Greenhaven, a small housing tract. On the Land Park Dr. end, hourly service (or every other trip) was extended from 47th Ave. and 13th St. to 58th Ave. and Land Park Dr. The new extentions do not run on Sundays or at night. Other recent changes include minor PM rush-hour cuts of from eight to ten minutes on Line 8--COUNTY HOSPITAL, and on Line 4--TAHOE PARK. A large irregular loop on the latter line's end was made into a square, saving six turns. A new practice, for public timetables, was instituted with the issuance of Lines 2 and 6 timetables--bus run numbers are shown along with the schedule!

CALIFORNIA CAPITULATIONS--STA (CONTINUED):

With the annual appropriation from the city's general fund, which amounts to \$125,000, this year, STA will purchase some new equipment. At least three new TDH-4519's, numbered 301-303 are now on the property (The serial number of 302 is TDH-4519 052.) They are air-conditioned, and have folding instead of push-out rear doors. (The last order of air-conditioned TDH-4517's had push-out doors.) The 4519's are interesting, in that the GM plate on the front of the coach is silver, instead of black, as in newer orders of 4519's and 5303's that have been seen.

A survey, taken to ascertain the advisability of STA taking over operations of SUBURBAN TRANSIT LINES, which serves West Sacramento, North Sacramento, and areas to the east of Sacramento, recommends that the Authority take over the private operations, so as to gain the following benefits: The elimination of 2,500 auto's used for transportation between home and work; the elimination of 1600 cars parked in downtown Sacramento; and an increase in bus commuters from 8.7 to 24%. However, 59 buses would be needed, at a cost of \$1.8 million; the combined bus system would lose \$244,000 annually (not including the cost of purchasing Suburban Transit Lines.) This loss, according to General Manager George R. Troutwine, be placed on Sacramento city taxpayers, but a new regional transit district should be created by the legislature, with taxing powers to support the proposed metropolitan bus system.

SAN FRANCISCO MUNICIPAL RAILWAY. SFMRY, in their latest map (issued in mid-1963), established a new Line 15--NAVY YARD, which runs from downtown on Third St. and replaces the Line 51's former route to Navy Yard, along Palou, Crisp and Spear. Line 42--THIRD-EVANS's loop on Northridge, Southridge and Kiska has been turned over to Line 51--SILVER. Downtown to Navy Yard service is out via line 15 and return via line 42, or visa versa. Note: Because of the Naval Reservation, only authorized persons can ride on Lines 15 and 42 in the restricted area. Line 1--CALIFORNIA owl service only was extended from 33rd and Geary to The Great Highway just below Cliff House, via Balboa, 45th and Cabrillo. It is interesting to note that Line 1 owl service operates via Geary instead of Sutter. We believe that the reason is so as to provide 15 minute owl service on Geary.

According to an unconfirmed rumor, Line 41--UNION-HOWARD is to be cut into two separate trolley coach lines, with a motor-coach shuttle in the middle. The reason for the temporary split is the tearing up of some downtown streets. At night, and on Sunday, Line 41 is to be a through motor-coach operation. Buses are to replace cable cars, for a while, next year, for a complete overhaul of the cable-car system. The many paint schemes, using the same old colors, that have appeared on many Muni. PCC cars, has apparently resulted in a standard pattern. New paint, in a seemingly standard pattern has been seen of Mack's, Twin, Marmon-Harrington and St. Louis trolley coaches and PCC car 1144. Muni bus men received a 16¢ payraise in two parts, 11¢ on July 1st, 5¢ will be added on January 1st, upping the maximum rate to \$2.9575 per hour.

WESTERN GREYHOUND LINES. On October 27th, with the change from Daylight to Standard time, WGL revised folders 1-13. Because of extensive changes in San Francisco-Los Angeles service, however, folders 5-6 will be reissued on November 6th. Also on October 27th, WGL cut back its SAN FRANCISCO-PEDRO local commute line from Pedro to Linda Mar, a distance of about one mile, or three minutes running time. Schedules, however, remain about the same; hourly service, with additional rush hour trips. This line generally follows Mission St. or Bayshore Blvd. out of San Francisco, along the west coast of the peninsula, past the present city

CALIFORNIA CAPITULATIONS--WGL (CONTINUED):

of Pacifica. This present-day operation is the replacement of the famous "Ocean Shore Railroad", a line which was projected, but never completed, to Santa Cruz, from San Francisco, generally following the shore line. The line is presently being served by GM TDM-4801's, 5103's, with an increasing use of PD-4151 "Silversides" intercity buses equipped with farebox and route signs.

SANTA BARBARA TRANSIT COMPANY. In 1960, SBTC was in such poor condition that fears were expressed that its operations might be abandoned. But fear not, SBTC is still very much alive. The current roster consists of 10 Diesel 32 seat Marmon-Harrington's, No. 208-215, purchased in 1960 from Crown Coach Corp., who rebuilt and deiselized them (Crown received them from LAMTA, who got them with the purchase of Cross Town Suburban Bus Lines) and 216-217, purchased in 1963 from Vegas Transit (these coaches are considered "junk" by Santa Barbara bus men. There are also four GM TGH-3101, which were bought new, No. 200-203. No. 201 is the last bus in the old black and pink paint scheme. The new paint scheme is an attractive two tones of green. SBTC was saved by the operation of school buses in Santa Barbara, and the use of student drivers.

On September 16, SBTC added Sunday service on Line 5--MESA on a 135 minute headway (or four trips) and extended Line 6--GOLETA to a housing tract called "El Encanto," from the University of California campus in Goleta. The extension on Line 4 was revised on October 3. The four daily except Sunday trips on line 6 to El Encanto leave Santa Barbara at 8:15 AM, 9:15 AM, 1:00 PM and 4:00 PM. In order to restore Sunday service on Line 5--MESA, Line 7--MONTECITO-CARPENTERIA was cut on Sundays from five trips to two. In the recent past, SBTC operated many kinds of GM equipment--ex-Fresno, ex-Long Beach, etc.

AIRPORT COACH SERVICE. ACS, which connects Anaheim, Disneyland and Santa Ana with the Los Angeles International Airport, established new service, on June 1st, to Pico-Rivera and Whittier on rough two-hourly headway. Also, new express service was instituted between the Airport and Disneyland Hotel, on an hourly headway. ACS buses are blue and white Flibble Airport Clippers.

SOUTHSHORE LINES. Does anyone know who Southshore Lines is? Two buses a GM TD-3609 numbered 2202, and a 4506 (?) numbered 2302, were spotted by UTB member Ed Buckley on the Bayshore Freeway near Burlingame. The colors were exactly the same as Eastshore Lines, except yellow was green. If anyone knows anything about Southshore Lines, please write me.

CITIZENS TRANSIT LINES. CTL, of Ventura, has some kind of new service to the Broadway Department Store (the newest Broadway, it was opened in October) in the new Buena Ventura Shopping Center. Whether this is a new line, or a rerouting of the TELEGRAPH ROAD LINE, which runs every 40 minutes, which travels about three city blocks away from the new center, we cannot say, without having first seen a new schedule. CTL's bus fleet consists of GM TGH-3101 and 3102 painted yellow and dark blue.

POMONA BUS LINES. PBL has renumbered the former LAMTA Flibble-Twin FT-2P-40 propane buses, LAMTA numbers 1027-1030, to its 50-53 series. These buses, which were purchased in June, were built for ASBURY RAPID TRANSIT SYSTEM. METROPOLITAN COACH LINES obtained the coaches when it bought out Asbury, LAMTA obtained them when it bought out MCL. Along with new numbers, 50-53 are receiving a new paint job of yellow with green trim, interiors, however, remain in their original reddish-brown hues. This is interesting to note, in as much as No. 1032, which was purchased from LAMTA last year, had retained LAMTA number and green color scheme, until comparatively recently. Bus No. 50 is ex-1027,

CALIFORNIA CAPITULATIONS--PBL (CONTINUED):

uses these large 54 seat Flexible-Twins for their charter service, generally, but they have been used on local city service. In addition to 50-53 and 1032, PBL also has No. 45, a Twin Coach C-50 (ex-LAMTA 1036 and Pacific Electric and Asbury Rapid Transit System 2150.) On April 8th of this year, PBL reduced service on Line 6--WESTMONT-SOUTH TOWNE AVE. from half-hourly to hourly on the Monday-Friday schedule. There are now only two half-hourly service lines left: No. 3--POMONA VALLEY CENTER and No. 5--GAREY AVE. However, all four Pomona lines run hourly on Saturday. No nite or Sunday service is offered by PBL. The last bus leaves Pomona at 6:25 PM weekdays, and at 6:15 PM on Saturday. PBL also recently rerouted line 5 to use Garey Ave. through Pomona; It was routed off Garey Ave., along with LAMTA's Line 60--LOS ANGELES-POMONA-RIVERSIDE--SAN BERNARDINO, to permit construction of an underpass at the Union Pacific-Southern Pacific railroad crossings. The underpass has been completed, so that line 5 can return to its original route.

ROESCH LINES. RL has suspended all winter bus service via the mountain line from San Bernardino to Lake Arrowhead and Big Bear Lake (see THE BOOSTER, October, 1963). The reason for the cut was low patronage and severe snow conditions which sometimes (in extreme cases) require buses to operate via Victorville. The next bus up the mountain will be run on June 15, 1964, and will continue to run only to the end of the summer season. The line was removed from LAMTA's September issue of its route map, "Guide for Going Places." This map now shows only two foreign bus lines: Highland-Patton Bus Lines and Hemet Bus Lines. Roesch Line also operates two bus lines from the San Bernardino area to the Los Angeles International Airport, carrying only Airport passengers.

SAN DIEGO ECONOMY LINE. Correspondent Eric Sanders sends us the following report on SDEL: San Diego Economy Line, Inc. presently offers "main line" service from the Western Greyhound depot in San Diego via Highway 94 to College Grove Shopping Center, Lemon Grove, Spring Valley, Casa de Oro and Homelands. Economy also provides local service in the El Cajon-Santee-Winter Gardens-Lakeside area. The company now seeks to extend its through route from the terminus at Homelands, into and through El Cajon Valley to Lakeside. Proposal would provide a connection between the two isolated services and would also provide an unspecified through service from the Valley to San Diego. In a previous attempt to obtain a franchise for the extention, Economy agreed to provide connecting, but not through service. San Diego Transit System opposes the extention, as it desires to retain all through service between El Cajon and San Diego.

Some years back, the Mountain Stage Line operated between San Diego Fletcher Hills, Santee, Lakeside, Ramona, Julian and Borrego. In the late twenties, Pickwick Stages scheduled buses into Julian. In even earlier years, stage coaches from Julian and other mountain points, connected with the San Diego, Cuyamaca and Eastern Ry. Co. trains at Foster and Lakeside. The San Diego Economy Line's main line developed from the San Diego-Campo Stage Line. The latter firm began operations after the San Diego & Arizona Eastern Railway Company discontinued its main line passenger trains.

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California transit news material should be sent to California news editor Warren F. Quon, 1101 West Thirty-Eighth Street, Los Angeles, California 90037; LAMTA news to LAMTA news editor Edmund Buckley, 1167 North Serrano Avenue, Los Angeles, California 90029.

THE LAMTA BOOSTER - - - By Edmund Buckley

"NEW LOOK" COACHES FLOP--"PAIRYS" TO BE REBUILT

At a recent LAMTA Board of Directors meeting, C. M. "Max" Gilliss, LAMTA Executive Director, informed the Board of the high cost of maintenance of the LAMTA fleet. He said that the primary purpose for a transit property to buy new equipment was to reduce maintenance costs. This LAMTA has attempted to do; since late 1959 has purchased 575 "New Look" coaches, 235 from Flexible and 340 from General Motors. However, these "New Look" buses have not reduced the maintenance expense. In fact, during 1962 LAMTA had to overhaul the engines in the 5200, 5300 5400 and 5500's (GM Coach TDH-5301's).

In the last few weeks, representatives from Flexible, General Motors Timken and other suppliers and manufacturers were on the property to see the condition of the coaches. Defective parts of the buses were on display for the representatives to examine for the cause of inferiority. Poor workmanship at the factory seems to be the chief reason for the failures.

The various companies have agreed to pay LAMTA part of the cost for the defective materials and the payments could total \$250,000.

Next year, in view of this condition, LAMTA plans to buy only a limited number of buses--and these are to be for special purposes. Plans include a number of 38 passenger buses for special uses (presumably, they would be similar to the new Flexible "Baby Aquarium", a drawing of which appeared in the October, 1963 issue of THE BOOSTER), and 30 air conditioned suburban coaches to preserve traffic on certain interurban lines.

LAMTA also plans to completely rebuild a large number of "paired window" models (Pairys) because they are still in good condition and can be operated profitably. The coaches to be rebuilt include the 2100, 2200, 2300, 5100 and 6500 series GM TDH-4801 coaches.

The Authority also plans to sell their 17 TDM-4515 2008's and 13 TDM-4515 2400's next year. The 2008's are eight years old and have over 600,000 miles on them. The 1956 and 1958 model 2400's are 41 seaters, and thus are too small to be used on many interurban lines, which require the use of larger buses.

All these equipment changes throughout the four county LAMTA system is another effort to improve service for their 700,000 daily riders.

THREE LINES BECOME FOUR--51, 56, 105 to change, 13 and 19 added:

The South Bay changes will effect present lines 51-LOS ANGELES-EL SEGUNDO-REDONDO BEACH and 105-AIRPORT. Line 51 presently has four routes between Los Angeles and El Segundo: (D) via Culver City and Playa Del Rey; (E) via Figueroa and Slauson; (L) Limited to Westchester; (S) via Santa Barbara and Stocker. Beyond El Segundo, all four routes travel the same streets to Redondo Beach.

On December 29, 1963, Line 51D will be separated from the rest of the line, and will become known as Line 13. It will operate between El Segundo and Culver City only during base hours and weekends, but through to Downtown Los Angeles during the peak hours. The route to downtown will be along Venice Blvd., Main and Spring Sts. to Temple. The Main and Spring route will replace the present Olive and 5th/6th Sts. route of Line 51D.

Line 105 will be absorbed by Line 51 by running, in the morning, one trip through the Airport over Line 105's present route, thence the regular 51 route to Los Angeles. The afternoon Airport trip will be routed in the reverse of the morning trip.

THE LAMTA MONTH--THREE LINES BECOME FOUR (CONTINUED):

Line 51S will operate, for the first time, at night and on Sunday, giving the International Airport additional service during those hours.

At present, Line 56 has two routings--LOS ANGELES-MONTROSE-SUNLAND and GLENDALE-MONTROSE-LA CANADA. The La Canada branch also operates one trip in each direction to Los Angeles in the peak hours. On December 29, 1963, the GLENDALE-MONTROSE-LA CANADA branch will become known as Line 19.

All Line 19 trips will originate in Glendale at Broadway and Brand and will operate to Montrose and La Canada via Verdugo Road. This change will bring service into downtown before 8:15 AM, as at present.

Peak hour service on Line 56 will also be improved. Three new Freeway Flyer trips will be inaugurated, Los Angeles bound in the morning and Sunland bound in the evening. These trips will operate non-stop from Broadway and Glendale Ave. to Los Angeles via the Glendale, Golden State, and Pasadena Freeways. The two present Limited trips will be absorbed by the Flyers.

LAMTA NEWS BRIEFS:

An additional service island has been installed at Division One (6th & Central) as a result of adding 50 coaches in September because of the closing of Division 11 (6th and Main.)

Coach 5949 has an experimental paint job--white and orange--with a new LAMTA emblem in the shape of a wedge. 2110 also has a new color scheme--one report says white and light green, the other report says white and light green on one side, and white and orange on the other.

A Flexible 38 seat demonstrator coach, painted light green and white, and numbered 9000 is currently being operated on LAMTA lines. During the week of November 11th, it operated on lines 53, 77 and 105.

Three surplus Mack C-45GT coaches, 5001, 5003 and 5028 have been sold to M & M Charter Lines (San Pedro) for school bus service, under the brokerage agreement with the American-International Bus Exchange.

Special School routes on Line 114--LYNWOOD-COMPTON were altered on October 28 to reduce vehicles from two to one.

One 1955 Model TDM-4515 GM Coach, LAMTA No. 2010, has been sold to California Bus (Coach) Lines (Riverside.) It will replace CBL's older GM Coach TD-4506.

LAMTA is trying out small plates on bus stop signs of Air Force Rescue Red-Orange so that operators can easily spot stops at night.

SCRATCH ONE 6901! One 1948 model TDH-4507 GM Coach, No. 6943 has been scrapped as the result of a collision with a truck loaded with structural steel, which virtually cut the bus in half horizontally.

LAMTA RAPID TRANSIT DEVELOPMENTS:

LAMTA has recently completed a series of six Rapid Transit Study Conferences, aimed at establishing acceptable rapid transit routings for the cities in the area along the four initial rapid transit corridors. The four corridors lead from Los Angeles to El Monte, Long Beach, West Los Angeles and the San Fernando Valley.

At the EL MONTE study conference, routes along Garvey Ave., San Bernardino Freeway, Valley Blvd., and Mission Dr. were discussed. The route favored by the cities concerned was that along the San Bernardino Freeway. The Pacific Electric Railway expressed a willingness to let LAMTA use the right-of-way in the center of the freeway, provided that space permits a transit structure, and that freight operations are not affected by rapid transit operations.

THE LAMTA MONTH--RAPID TRANSIT DEVELOPMENTS (CONTINUED):

At the BEVERLY HILLS route conference, where four routes, all close to Wilshire Blvd. were proposed, all speakers agreed to any route near Wilshire. The speakers were also unanimous in their demand for the more costly subway system as opposed to an overhead facility.

Five north-south transit routes between Wilshire and Cahuenga Pass were detailed at the HOLLYWOOD Study Conference. Hollywood leaders favored the route along Western Ave., Hollywood Freeway, Selma Ave., and Highland Ave. as the route that would give Hollywood the best rapid transit service.

The SAN FERNANDO VALLEY Conference was told that besides a rail transit line, a number of feeder bus lines, along Balboa Blvd., Woodley Ave., Woodman Ave., and Coldwater Canyon Blvd. would be established, and these new feeder routes along with present bus routes would bring Valleyites to the rapid transit as well as provide a network of bus service to meet neighborhood demands. The favored route was via Vineland Ave., Leekershim Blvd. Chandler Blvd., Hollywood Freeway, and Victory Blvd. to a Woodley Ave. terminal.

Two routes were outlined at the LONG BEACH Conference, one along Long Beach Blvd., the other via the P. E. right-of-way. Community officials told the conference they favored early construction of either route. LAMTA replied to the group that their attitude, plus the 1967 World's Fair in Long Beach promises more immediate consideration of the Long Beach line, until now viewed as a "future project."

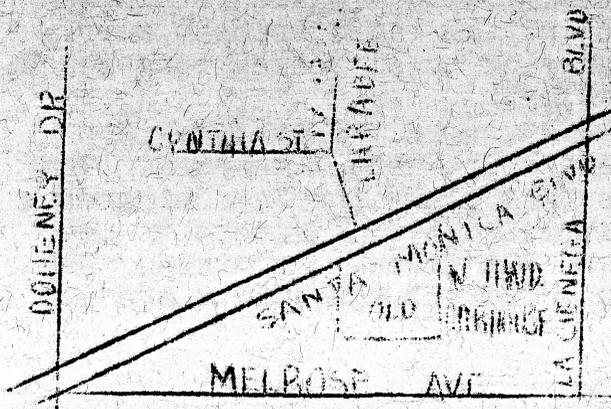
The final conference, held DOWNTOWN LOS ANGELES, was presented a plan for three possible routes in the downtown area. The first was a subway under 7th, Broadway, and Macy; the second an elevated service along 8th, Main, and Commercial; the last an elevated line along 7th, Hill and Macy. All plans are now being studied by downtown leaders.

LAMTA board members will hold a formal public hearing within 30 to 60 days at which time a specific route alignment will be determined for recommendation to the cities and governing agencies having right-of-way jurisdiction.

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UTB NEWS --- MEETING NOTICE

The December meeting of the United Transit Boosters will be held at the residence of member Jack Garcia, 939 N. Larabee Street located in Los Angeles' West Hollywood district, and will be convened at 7:30PM. To reach the meeting by transit, board a northbound line 91W or 94 LAMTA coach on Hill St. in downtown L. A. and ride to Santa Monica and Larabee, then walk one block north. See map, below:



Among other business to be conducted at the December will be the appointment of a committee to adapt a more formal structure for UTB. Members desiring to serve on this committee should convey this information to the General Manager during or before the December meeting.

DATE OF MEETING:

DECEMBER 8th 1963