

SCHEDULE OF SERVICE

From Olympic and Venice Blvds. in downtown Los Angeles to Glendale and Burbank, the new motor coach line will operate on accelerated schedules seven days a week.

Fast service, running "limited" between San Fernando Road and Los Angeles via Glendale Blvd., will be operated on weekdays during the morning and evening rush hours. By using the Harbor and Hollywood Freeways, a 10-minute saving in running time will be made over the present rail operations.

During the peak periods, "regular" through service will be augmented with schedules between San Fernando Road and Los Angeles operating over Glendale Blvd., Riverside Dr. and Allesandro St. During the day, provision is made for alternate trips to operate via Glendale Blvd. and via Riverside Dr. and Allesandro St. in order to serve both sides of the Silverlake Heights district.

An increase in the frequency of service is also provided for on coach Line 75. "Limited" trips will run every six minutes to Glendale and every nine minutes to Burbank—with 10-minute service to Glendale and 20-minute service to Burbank on "regular" trips.

The new operations also provide for an increase in the number of trips daily between Los Angeles and Glendale and Burbank—136 roundtrips to Glendale and 57 to Burbank.

WATCH FOR THIS SIGN!

It's your Invitation

TO USE MODERN
MOTOR COACH
SERVICE



Ride on air—



METRO BUSES take over the Service!

**LOS ANGELES—
GLENDALE—BURBANK
MOTOR COACH LINE 75
BEGINS OPERATION
SUNDAY, JUNE 19, 1955**



METROPOLITAN COACH LINES
Serving 125 Communities in Los Angeles, Orange,
Riverside and San Bernardino Counties

50-59

NEW MOTOR COACH SERVICE

Attractive motor coach transportation, with emphasis on fast...convenient...and comfortable service between downtown Los Angeles, Glendale and Burbank will be inaugurated by Metropolitan Coach Lines on Sunday, June 19, 1955.

Replacing the present streetcar operations running out of the Subway Terminal, the new line will be designated as the Burbank-Glendale-Los Angeles-Beverly Hills-Venice-Santa Monica Motor Coach Line 75.

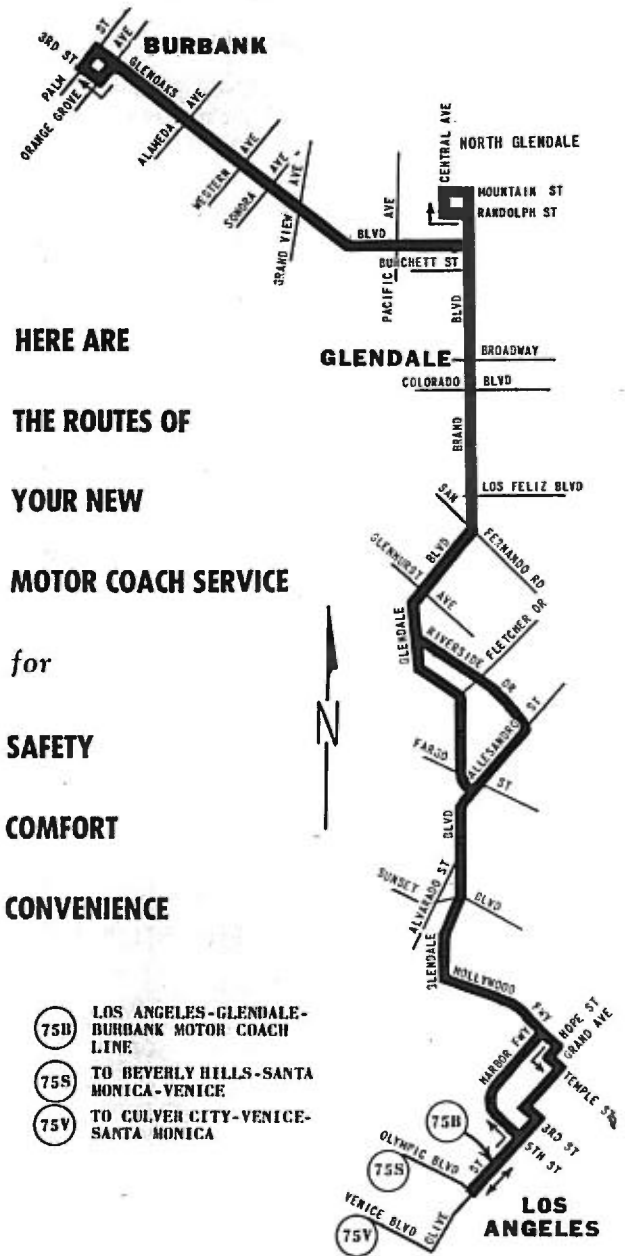
Coach Line 75 will closely parallel the existing rail facilities, except in downtown Los Angeles where it will be routed along Olive St. to Olympic and Venice Bvds., thence west to Beverly Hills, Venice and Santa Monica.

Under the service change, Metro's present Los Angeles-Beverly Hills-Santa Monica Line 75 will be coupled with the Glendale-Burbank routing; this will abolish an existing turn-around loop in downtown Los Angeles, as well as eliminate a need for transferring.

Operations of the new line in the downtown areas will be particularly convenient for passengers and will eliminate traffic hazards. With curb-loading service, passengers may board and leave the coaches at designated stops along Glenoaks Blvd. in Burbank; Brand Blvd. in Glendale, and Olive Street in downtown Los Angeles, thus delivering them closer to the shopping centers and places of employment.



MODERN CURB-LOADING BUSES offer passengers greater convenience and safety. Traffic hazards are eliminated when coaches load and discharge riders directly at designated stops next to curbs.



MOTOR COACH ROUTES

The Los Angeles-Glendale-Burbank leg of Line 75 will be routed from Orange Grove Ave. and Glenoaks Blvd. (Burbank) along Glenoaks, Brand Blvd. (Glendale), Glendale Blvd., Riverside Dr., Allesandro St., Glendale Blvd., Palo Alto St., Hollywood Freeway, Temple St., Grand Ave., Third St., Olive St. to Olympic and Venice Blvds.

Outbound trips from Los Angeles will operate over Olive St., Fifth St., Harbor Freeway, Hollywood Freeway and over the regular route to Glendale and Burbank. In Glendale, through motor coach service from Los Angeles also will be operated along Brand Blvd. to Mountain St. (North Glendale).

On weekdays, during morning and evening rush hours fast "limited" trips will run between Burbank, Glendale and Los Angeles. These schedules will run "limited" from San Fernando Road to downtown Los Angeles via Glendale Blvd.

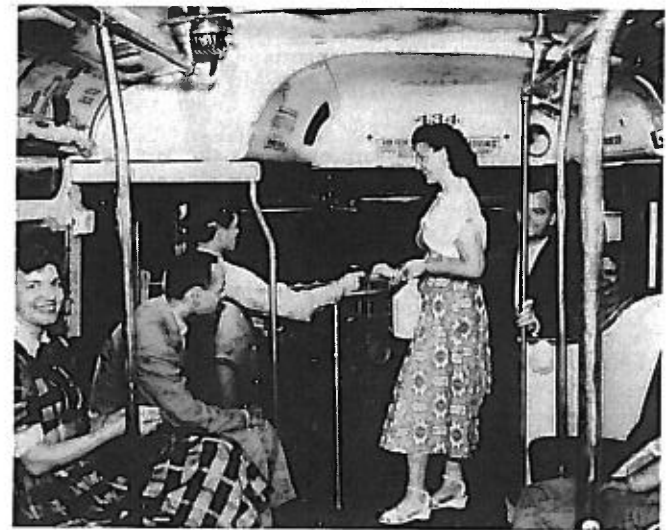
Upon completion of the construction work on Fourth St., inbound trips to Los Angeles will be re-routed over the Hollywood and Harbor Freeways to Fourth St., east on Fourth St. to Olive St. and thence over the regular route to Olympic and Venice Blvds. and west to Santa Monica.

NEW TIMETABLES

Complete information showing all daily and weekend service from Los Angeles, Glendale and Burbank is contained in a new timetable, Line 75-B. These may be obtained from your motor coach operator, from ticket agents and the information bureau at the Los Angeles Main Street Station.

For service to Beverly Hills, Santa Monica, Venice and Culver City, complete schedules are contained in timetables Line 75-S and 75-V.

Passengers may obtain further information about this new service, or about travel in and about Southern California by calling TRinity 2792. Metropolitan Coach Lines' new system-wide map is also available for the convenience of passengers.



COMFORT IS THE KEYNOTE of the fleet of new 48-passenger "air suspension" coaches to be used on this service. Seats are foam rubber with individual bodiform backs upholstered with non-dust catching and non-skid type of fabric. Thermo-Matic heating and ventilation provide fresh air at comfortable temperatures. Included also are individual reading lights over each seat and heat and glare resistant safety glass.

NEW "AIR SUSPENSION" COACHES

A modern fleet of 40 new 48-passenger "air suspension" motor coaches means "riding on air," literally speaking, for thousands of passengers on the L.A.-Glendale-Burbank Line.

"Air suspension" performs the same under all road conditions because leveling valves automatically adjust air pressure in the bellows to suit the passenger load.

Going into service for the first time, the fleet represents an investment of \$924,000 or \$23,100 per vehicle—an important part of Metro's \$15,000,000 modernization program in which 265 new coaches have been acquired at a cost of more than \$6,000,000.

Besides "air suspension," other amazing progress in motor coach engineering is found in the new equipment. Coaches are powered by diesel engines which use an automotive diesel fuel as clear as water. Along with their greater efficiency and economy of operation, the new diesels are free from noxious fumes. Chemical tests conducted by two independent laboratories on the exhausts of these engines have given the diesel a clean bill of health as a non-contributor of smog.

Because of a shorter turning radius, the new buses will perform with greater flexibility and maneuverability than older models under heavy traffic conditions. With seating capacity for 48 passengers, each can carry as many seated passengers as would ordinarily ride in 40 automobiles during peak hours—a factor that will help to relieve traffic congestion.

Bus interiors come equipped with many new comfort and safety features. Seats have foam rubber padding, individual body-form backs and upholstery designed to leave no imprint on women's clothing. The covering is a non-dust-catching and non-slippery type of fabric.

Thermo-Matic heating and ventilation, and front windshield vents, provide fresh air without a draft to meet all kinds of outside weather conditions. Included also are heat and glare resistant safety glass in all windows and individual reading lights over each seat.

Women will find that boarding and leaving these buses will be more convenient since "air suspension" makes possible a lower boarding step.

BUS STOPS

Bus stops for the loading and discharge of passengers have been established at the designated locations indicated below. Stops are marked with regulation "bus stop" signs (black lettering on triangular yellow background).

Via Olive St.	Berkley St.	Broadway
Venice Blvd.	Effe St.	(Glendale)
14th St.	Clifford St.	Wilson Ave.
Pico Blvd.	Allesandro St.	California St.
12th St.		Lexington Dr.
11th St.	Via Glendale Blvd.	Doran St.
Olympic Blvd.	Cove Ave.	Burchett St.
9th St.	Earl St.	
8th St.	Deane St.	Via Brand Blvd.
7th St.	Silver Lake Blvd.	Dryden St.
6th St.	Fletcher Dr.	Stocker St.
	Rovena Ave.	Via Stocker St.
	Riverside Dr.	Via Central Ave.
Via Fifth St.		Randolph St.
Olive St.	Via Allesandro St.	Via Mountain St.
Grand Ave.	Glendale Blvd.	Via Brand Blvd.
Flower St.	Oak Glen Pl.	Mountain St.
Via Harbor Freeway	Whitmore Ave.	(North Glendale)
	El Moran St.	
Via Hollywood Freeway	Via Riverside Dr.	Via Glanoaks Blvd.
	Allesandro St.	Central Ave.
Via Bellevue Ave.	Gleneden St.	Pacific Ave.
	Fletcher Dr.	Kenilworth Ave.
	Glendale Blvd.	Concord St.
Via Hollywood Freeway	Via Glendale Blvd.	Highland Ave.
	Glenhurst St.	Graynold Ave.
Via Hope St. Exit	Glenfeliz Blvd.	Grand View Ave.
	Edenhurst Ave.	Sonora Ave.
Via Temple St.	Laclede Ave.	Justin Ave.
Grand Ave.	Revere Ave.	Western Ave.
Via Grand Ave.		Allen Ave.
First St.	Via Brand Blvd.	Alameda Ave.
	Gardena Ave.	Providencia Ave.
Via Third St.	San Fernando Rd.	Verdugo Ave.
Olive St.	Eulalia St.	Olive Ave.
Via Olive St.	Los Feliz Blvd.	Orange Grove Ave.
Fourth St.	Magnolia Ave.	(Burbank)
	Chevy Chase Dr.	Via Oranga Grove Ave.
	Garfield Ave.	Ava.
Via Glendale Blvd.	Maple St.	Via Third St.
Bellevue Ave.	Lomita Ave.	Via Glanoaks Blvd.
Santa Ynes St.	Colorado St.	Orange Grove Ave.
Park Ave.	Harvard St.	
Montana St.		