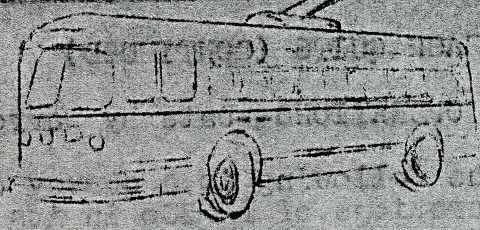


THE BOOSTER



Vol. 1, No. 2 September, 1963 Ten Pages

LONG BEACH MOTOR BUS QUITS

NON-PROFIT MAKING CORPORATION TAKES OVER TRANSIT OPERATIONS

LONG BEACH, CALIF. Saturday, August 31, 1963 was the last day of operation of National City Lines owned Long Beach Motor Bus Company and Long Beach City Lines, the latter name of which was used very little in recent years.

Public transportation in Long Beach goes back to the 1890's when horse car operation began. In the early 1900's, streetcar service was offered to Long Beach residents by Pacific Electric's line to Los Angeles. The first motor bus service was provided in 1914 by solid-rubber tire coaches. Between 1921 and 1934, motor bus operations were consolidated into a single company operating under the names of Lang Motor Bus and Long Beach Motor Bus. Preceding the development of the motor bus in Long Beach Pacific Electric had a network of nine local rail lines. As each of the lines became unprofitable to operate by streetcar, they were eventually converted to bus operation. The last local streetcar operations by PE were on its East Third St.-Redondo Ave., East Seventh St. and Long Beach-Alamitos Bay-Seal Beach lines on February 24, 1940 (although the American Ave. line handled local passengers on interurban cars until 1961, local cars were removed from the line in 1935.) As rail operations on these lines ceased, transit operations were taken over by Lang.

In June, 1946 National City Lines came to Long Beach. NCL then bought out the Lang interests, and

Changed the name of the operation to Long Beach City Lines, and of course instituted its new "fruit salad" (yellow, green and white) paint scheme. Apparently in line with a Pacific City Lines (NCL subsidiary that operated NCL's western properties) policy that each property should be numbered in a different "thousand" series, LBCL was given the number seven. Another facet of the PCL numbering system was that the second or "hundred" digit was the same as the seating capacity, which, commonly were 36, 40, 41 and 45. Thus on Long Beach City Lines, 40 passenger buses were numbered in the 7000 series; 41 passenger in 7100 series 45 passenger in 7500 series and 36 passenger in 7600 series.

Long Beach Motor Bus, besides being used by Lang, was also used by NCL. Up until recent times, Long Beach City Lines "owned" the lines operating within the city limits, while Long Beach Motor Bus Co. "owned" the lines operating outside the city limits. In recent years, however, Long Beach City Lines has become a "paper" organization, with all company property bearing the name Long Beach Motor Bus Co.

In the late 1950's NCL adapted its new two-tone green and white paint scheme. As LBMB coaches have come in for repainting, they have had their fruit salad paint schemes replaced by the new green. The change-over was complete--there were no yellow buses on August 31st.

LONG BEACH QUITS (CONTINUED)

LBMBCo OPERATIONS--Data by Warren Quon.

The following is a survey of the operations of LBMBCo in its last days:

The present routing was established on October 30, 1960, when lines numbered 1-16 were reduced and consolidated to 13 lines numbered 1-13. Except for the restoration of service on East Tenth St., which was cut out in the October, 1960 changes and restored on March 5, 1962, there were no further route changes under LBMB.

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ROUTES, HEADWAYS AND COACH REQUIREMENTS

Line No.	Name	Base Req.	Rush Req.	Sat. Req.	Sun Req.
1	Pacific Coast Highway	20(40)	5	30(60)	3
2	Santa Fe Av-Dominguez	30	3	20(40)	2
3	Cherry Av-Paramount Bl	20(40)	5	30(60)	3
4	Magnolia Avenue	15(30)	7	15	3
5	North Long Beach	15(30)	5	20(40)	3
6	Atlantic Ave-Orange Av	15(30)	6	7 1/2(15)	3
7	West Ocean Blvd.	60	1	60	1
8	Easy Ave-East Tenth St	20(40)	4	20(40)	2
9	E. Seventh-Bellflower	12(60)	8	10(60)	3
10	Carson-Lakewood Center	30	3	30	3
11	East Broadway				No Sunday service
	Lakewood-Bellflower	15(60)	6	12(60)	4
12	E. Fourth-Seal Beach	12(36)	6	15(45)	4
13	E. Third-Pacific Ave.	30	3	30	3
TOTAL COACHES REQUIRED:		Base 62	Rush 75 1/2	Sat. 91*	Sun 34

NOTES: () -Numbers within parenthesis denote the headways on the branches of the line
 / -Numbers within diagonals denotes "short line" turnback service, giving headway to end of line out back.
 * - Line 2 has a Saturday afternoon rush hour service, with 20 minute service on main line and 40 minutes on branches, this brings Saturday rush total coach requirement to 52.
 # - Line 6 uses 13 coaches in rush hours on school days, but on non-school weekdays only 11 are used reducing total to 73 coaches required.
 Lines 9&11 - Lines 9 and 11 have only main line and worst branch headways shown.

It may be observed from the above service table that LBMBCo has many lines with branches at their respective ends. Some lines (9, 11 and 12) have as many as three branches. 12 of the 13 lines run into downtown (the exception being Line 10) and each one seems to have a different downtown loop--this appears to cause much confusion and considerable difficulty is encountered in transferring from line to line unless the passenger is well acquainted with the system.

LONG BEACH QUITS (CONTINUED)

All operations were conducted by Long Beach Motor Bus Co. at their main barn, garage and offices located at 1330 Cherry Ave. at Anaheim St.

LONG BEACH MOTOR BUS CO. ROSTER--OF RECENT YEARS

Coach Numbers	Seats	Make	Model	Number	Qty.	Year Built
7013-7018, 7020, 7023-7026(1)	40	Yellow	TG-4006	4007	11	1944
7101-7115 (2)	41	Mack	C-41GT		15	1947
7501-7506 (3)	45	Yellow	TG-4502		6	1940
7507-7522 (4)	45	Yellow	TD-4505		16	1942
7523-7531 (5)	45	GMC	TD-4506		9	1946
7532-7536	45	GMC	TD-4507		5	1946
7537-7546 (6)	45	GMC	TDH-4507		10	1947
7547-7556 (7)	45	GMC	TDH-4507		10	1948
7557-7566	45	GMC	TDH-4509		10	1950
7567-7569 (8)	45	Yellow	TD-4502		3	1940
7570-7574	45	Yellow	TD-4505		5	1942
7575-7577	45	Yellow	TD-4502		3	1940
7578-7582	45	GMC	TDH-4517		5	1960
7583-7592	45	GMC	TDH-4517		10	1961
7601-7612	36	GMC	TDH-3610		12	1947
7613-7618	36	GMC	TDH-3612		6	1950
7619-7620 (9)	36	Yellow	TD-3602		2	1941
7621-7624 (10)	36	Yellow	TD-3602		4	1941
7625-7629 (11)	36	GMC	TDH-3610		5	1947
7630-7634 (12)	36	GMC	TD-3609		5	1944

NOTES

- (1) The 7011 series coaches were retired with the arrival of the second order go GMC TDH-4517 "fishbowl" coaches. Coaches of the 7001-7010 series and 7011-7012, 7019, 7021-7022 were retired before 1960. 7024-7026 (see El Paso article) are now in El Paso, Texas.
- (2) 7101-7115 were originally delivered with Mack gasoline engines. These engines were replaced with GM 6-71 (426 cu. in.) diesels. This was done by LBMB Co in the mid 1950's.
- (3) 7501 was TG-4502--001, the first 45 seat gas bus Yellow Coach ever built. 7501-7506 were eventually converted to diesel, and were taken off the roster before 8-31-63.
- (4) Removed from roster before 8-31-63.
- (5 & 6) These coaches were labeled "Motor Bus Co." and were used on lines outside city, while other coaches were labeled "City Lines".
- (7) Have green tinted standee windows.
- (8) 7567-7577 were sent to Long Beach from Los Angeles Transit Lines in late-1952 or early 1953 for expansion of service to Bellflower and the then new Lakewood Shopping Center. 7567-7574 were labeled "Motor Bus Co." while 7575-7577 were labeled "City Lines." All removed from roster by 8-31-63.
- (9) From Pasadena City Lines, removed from roster by 8-31-63.
- (10) From Stockton City Lines, removed from roster by 8-31-63.
- (11) From an unknown NCL property.
- (12) From Salt Lake City Lines. Sisters of LANTA's 6658-6662 series.

Corrections or additions to the above roster would be greatly appreciated, and should be sent to THE BOOSTER, or to compiler Warren F. Quon at 1101 West 38th Street, Los Angeles, California 90037

LONG BEACH QUITS (CONTINUED)

AUGUST 31, 1963, LBMB'S LAST DAY. On the historic occasion of the last day of operation of Long Beach Motor Bus Co., an in-service excursion over its lines was operated by the UTB. Activities were divided into two parts: a day trip, and the last bus, at night. The day trip started in Bellflower at 10:00AM and ended in downtown Long Beach at 6:00 PM, after having covered lines 9, 4, 8, 10, 1, 8 and 7. During the course of the daytime excursion, a stop was made at 11300 Energy Ave., where, through the help of William Farrell, the new company's superintendent, we obtained the following letter, on LBMB stationery: "To Operator Z. L. Miller, CR 312: Please permit members of the United Transit Boosters to ride while off routing from Bellflower to Carage. (signed) Nicholas J. Zaubos, Dispatcher." We know that the last bus out would be a line 011-Bellflower coach, and that buses pulled into the garage from the ends of the lines out of service. It was thus necessary to obtain permission to ride on a pull-in.

That night, UTB members Edmund Bullock, Warren Quon, Laxoar Isreal and your editor boarded the appropriate line 11 coach, which turned out to be bus number 7545, a GMC TDH-4507, at First and Pacific at 12:20PM. At the last LBMB 12:30AM line-up, a bunch of the various busses headed out for their last trip under LBMB, the 7545 left line 11 and Broadway and headed east on Broadway for the northern community of Bellflower. Before we had turned off Broadway and had headed north on Ximemolave, all but the four UTB members riding had disembarked. Our operator, Z. L. Miller, who had come to Long Beach from Columbus, Georgia, turned out to be most courteous and congenial. The 7545 arrived at Bellflower and Alondra in Bellflower at 1:20AM. Mr. Miller then changed the headsign to "NOT IN SERVICE" and headed his bus toward the garage via the pull-in route of Alondra Blvd., Lakewood Blvd., Pacific Coast Hwy. and Cherry Ave., pulling into the garage at 1:30AM. We then had Mr. Miller autograph our letter as follows: "Last coach 7545, 1:30AM, 9-1-63, Z. L. Miller, Driver." After a very interesting discussion about Long Beach and transit in general, Mr. Miller offered to drive us to downtown Long Beach, using his own automobile, to where we had parked our cars. This was greatly appreciated, in as much as there was a distance of two or three miles, and no public transportation operating at that time of the morning.

The roster on the last day consisted of 102 buses: 15 Mack C-41GT, and 87 GMC's, of which 15 were TDH-4517's (fishbowls), 10 were TDH-4509's, 25 were TDH-4507's, 9 were TD-4506's, 6 were TDH-3612, 17 were TDH-3610 and 5 were TD-3609's. It was observed that on the last day of LBMB operation that no Macks were on the road, as, except for charter movements, there were also no 4517's on the road.

LONG BEACH PUBLIC TRANSPORTATION COMPANY. Some public spirited citizens of Long Beach formed a non-profit making corporation to operate a transit system. To insure the success of the venture, LBPT obtained the services of Santa Monica Municipal Bus Lines' Superintendent, William Farrell, to head its operating department. Mr. Farrell gave up his position with SMMBL. LBPT's plans are not too well known at this time, however it has been announced that 25 TDH-5303's have been ordered from General Motors. It is apparently to be assumed that LBPT purchased the 102 coaches on the LBMB roster on August 31, 1963.

WHAT TO LOOK FOR: Buses to be repainted two-tone blue, and renumbered into the 3600, 4100, and 4500 series, with new buses in the 5300 series.

THE LAMTA MONTH

By Edmund Buckley

MAIN STREET AND LOS ANGELES STREET STATIONS CLOSE On September 15, 1963, the Los Angeles Metropolitan Transit Authority's interurban lines will be rerouted in Downtown Los Angeles because of the closing of the Sixth and Main Station and Los Angeles St. Annex, and the opening of the temporary bus terminal on Main and Spring Sts. between Fifth and Sixth. The changes call for most of the lines to terminate in the new terminal or at Eighth and Main Sts.

Lines using the new bus station will enter the terminal off Spring St. and will exit onto Main St. Some lines will use the new station at all hours, some will use it after 7:00PM daily and all day Sunday, while others will always load on the street.

ROUTE CHANGES: Changes connected with the closing of the Los Angeles Terminal, as well as some other changes effective September 16 are:

LINES THAT USE ONLY NEW TERMINAL:

34--LOS ANGELES-LYNWOOD-BELLFLOWER. Local service on this line would remain the same between 9th and San Pedro and the City of Bellflower. North of 9th St. to the new terminal, the route would be via San Pedro, Fifth and Spring to the new terminal, leaving via Main, Sixth, San Pedro, Ninth and thence regular route. Line 34 Freeway Flyers travel via 7th, San Pedro, 5th, Spring, Terminal, Main, 6th, San Pedro and 7th Street. The Seventh St. route replaces the Sixth St. Boyle Ave. and Eighth St. route.

36--LONG BEACH FREEWAY FLYER. In to town via Seventh, San Pedro, Fifth and Spring to terminal. Out via Main, 6th, San Pedro and Seventh.

55--LOS ANGELES-NEWPORT-BALBOA. The line would travel via Sixth, Central, Fifth and Spring to terminal. Returning via Main, Sixth, Boyle, Eighth and regular route to the beaches.

57--RACE TRACK OPERATION. Los Alamitos service would use the same routing as line 55. Santa Anita service will leave terminal northbound via Main, Macy, Mission and San Bernardino Freeway, returning via Aliso, Los Angeles, Fifth and Spring to the new station.

58S--LOS ANGELES-NORWALK-SANTA ANA. Downtown L. A. routing is same as line 55. In the Anaheim area, service into the station is to be discontinued in favor of direct service on Los Angeles St. Main Downtown Anaheim stops are to be at Broadway and at Lincoln Ave.

60--LOS ANGELES-REDLANDS. From new station, via Main, Macy, Mission and San Bernardino Freeway. Returning via Aliso, Los Angeles, Fifth and Spring to terminal. In addition, alternate routes using more freeway between Los Angeles and Pomona will be inaugurated for County Fair traffic during September.

63C--LOS ANGELES-POMONA VIA GARVEY AVE. Service would be provided inbound via Macy, Alameda, Sunset, Los Angeles, Fifth and Spring to new station. Returning, outbound service will be via Main and Macy Streets.

69--HELLMAN AVE. From the new station via Main, Macy, Mission and San Bernardino Freeway. The returning route is via Aliso, Los Angeles, Fifth and Spring to terminal. The new outbound routing via Main St. should generate more PM peak traffic as opposed to the San Pedro St. routing. Present AM peak service has a 10 minute headway, as opposed to the afternoon peak headway of 24 minutes.

PARTIAL USE OF NEW STATION. The following lines will use the new terminal daily after 7:00PM and all day on Sunday.

33--LOS ANGELES-COMPTON-LONG BEACH-SAN PEDRO. The inbound route will be via San Pedro, Eighth, Main, Sixth and Wall to Terminal 17. Return-

THE LAMTA MONTH---MAIN ST. STATION CLOSURE (CONTINUED):

ing via Maple, Eighth, Main, Sixth, San Pedro and south to the beach areas. Main boarding points will be at Eighth and Los Angeles and at Seventh and Main. When using the new station, line 33 will be routed via San Pedro, Fifth and Spring to terminal, and out via Main, Sixth, San Pedro and regular route.

37--HARBOR FREEWAY FLYER. Weekday route will be the same as at present-- via Main St. Night and Sunday trips will be routed via Ninth and Spring to new station, then out via Main and Eighth.

52--LOS ANGELES-ALHAMBRA-TEMPLE CITY-ARCADIA; 63V--VALLEY BLVD. LOCAL; 67--LOS ANGELES-SIERRA MADRE; 68--LOS ANGELES-MONROVIA-GLENDORA; 70--LOS ANGELES-PASADENA VIA OAK KNOLL; 71--LOS ANGELES-PASADENA VIA SHORT LINE. These lines will start at Seventh and Main and will then proceed north to Macy, then east on Macy to Mission, then via regular routes. Inbound, all lines except 71 will operate via Aliso, Los Angeles, Seventh, and Wall to Terminal 17. Outbound, the route is via Maple and Seventh to Main, the first pick-up point. Line 71 will come into town on Los Angeles, but will terminate at Seventh. 71 coaches will then deadhead via Seventh, Towne, and Sixth to Division One. The returning deadhead route will be via Alameda, Eighth and Main to Seventh. After 7:00 and all day Sunday all lines travel inbound via Los Angeles, Fifth and Spring to new station, and out via Main and Macy.

58W--LOS ANGELES-WHITTIER-FULLERTON. Buses would travel inbound via Sixth, Central and Fifth to Fremont. Outbound route is via Fremont, Sixth and Whittier Blvd. to the east. When using the new terminal, the route is via Fifth and Spring to terminal inbound, and via Main and Sixth outbound. In addition, service provided in the city of Brea in the Brea oil field area will be discontinued in favor of a route to serve St. Judes' Hospital.

STREET LOADING ONLY--some lines are rerouted to load only on the street:

51--LOS ANGELES-EL SEGUNDO-REDONDO BEACH. Inbound trips will be routed via Olive, and Sixth to Division One. Outbound, trips will operate from Division One grounds via Central, Fifth, Olive and regular route. This line is also being rerouted in the vicinity of Fairview and La Tijera. Line 51 coaches are being fueled at Division One now.

56--LOS ANGELES-MONTROSE-SUNLAND. This line will be rerouted into Los Angeles via Pasadena Freeway, Hill, Sunset, Spring and Main to Eleventh. This two way service on Spring St. may become a local line in the future as a result of this route change.

These changes will add 6000 more miles to the total LAMTA route mileage, although no additional coaches will be needed. These routings will be continued until the new Greyhound-LAMTA Bus Station is opened in late 1964.

TERMINAL LOCATIONS. Certain locations have been assigned terminal numbers for the first time. These include: Terminal 16--the new Bus Station at 513 South Main St.; Terminal 17--the Maple Ave. storage lot; Terminal 20--the paved-over south rail yard at 12th and Georgia. Terminal 20 will be used for mid day storage of buses from Divisions Eight and Nine. The present Division One will be split, and will become known as Divisions One and Eleven.

LAMTA NEWS BRIEFS:

\$14,500 has been allocated to grade and pave former streetcar pits at the former Division 20 (12th and Georgia) for use as a bus parking area.

THE LAMTA MONTH---NEWS BRIEFS (CONTINUED):

A local line, similar to Line 119--South El Monte Local, may be established in the La Puente area later this year.

LAMTA July, 1963 passengers totaled 12,101,213--an increase of 3% over last year.

An additional morning outbound trip has been added to Line 35--West Valley Freeway Flyer. The reverse direction service on Line 35 has almost as much patronage as the downtown bound morning trips.

The trips (one morning and one afternoon) to the San Fernando industrial area on Line 24--Los Angeles-San Fernando will be extended from Hubbard Ave. about six blocks further northwest to Polk St. in the near future.

Line 127--Disneyland-Catalina Dock-Marineland has experienced a 51% passenger increase over 1962. The Royal Carpet Tickets are credited with much of the increase.

The sale of seven GM Coach TD-4506's (6381, 6390, 6392, 6393, 6397, 6398 and 6399) and nineteen TDH-4507's (6951-6969) was authorized by the LAMTA Board, recently.

LAMTA buses 1027-1030, model FT-2P-40 Flexible-Twin Coaches were sold recently to Pomona Bus Lines. 1027-1030 join 1082 purchased about a year ago by PBL.

--TEN FUN TRIPS--A new promotion booklet describing ten tours that can be taken on regular LAMTA routes is being distributed in the LAMTA service area.

A SURVEY OF CALIFORNIA TRANSIT COMPANIES (Concluded)

7. SAN FRANCISCO BAY AREA

Alameda-Contra Costa County
Transit District (Oakland)
City Transit (Fairfield)
East Shore Lines--Sequoia
Stages (Berkeley)
Napa Transit Company
Peerless Stages, Inc. (Oakland)
Peninsula Bus Lines (So. S. F.)
Peninsula Transit Lines
(Palo Alto)
Pettas Transportation (Pittsbgh)
San Francisco Municipal Railway
San Jose City Lines
San Mateo-Burlingame Transit
San Rafael Bus Line
Vacca-Valley Bus Line
Western Greyhound Lines
Marin County Suburban Service
Peninsula Suburban Service
Contra Costa Suburban Service

8. SACRAMENTO VALLEY AREA

Chico Transit Lines
Redding City Lines
Sacramento Transit Authority
Suburban Transit Lines
(Sacramento)

9. NORTHERN MOUNTAIN AREA

Alturas-Fort Bidwell Stage Line
Eureka Transit Lines

ADDITIONS AND CORRECTIONS As we know we would, we left out some companies in last month's list. One we didn't even know about, the other is a new name for an old operation.
Add to:

2. LOS ANGELES METROPOLITAN AREA

Laguna Beach Transit
Long Beach Public Transportation
Co. (Delete Long Beach Motor
Bus Co. effective 9-1-63.)
South Coast Transit Corporation
A subsidiary or new name for
Laguna Beach-Santa Ana Stages.

Any further changes, corrections or additions would be greatly appreciated, and should be sent to the editorial office of THE BOOSTER.

CALIFORNIA CAPITAL LINES

By Warren F. Quon

MONTEBELLO MUNICIPAL BUS LINES. MMBL has a new coach. Numbered 47, it is a new GM Coach "fishbowl" model TDH-5303, serial number 479. It has an unusual feature in that the older type 5301 windshield wipers were applied. Interior decoration resembles that of Santa Monica Muni's 5300's. Montebello Muni. has been very progressive in recent years. From operation with 32 passenger Marmon-Harrington gas buses and GMC TGH-3101's and 3102's, in 1960 MMBL began purchasing newer or larger equipment. Buses 41-45, 45 passenger fishbowl TDH-4517 were purchased in 1960, number 46, a similar 4517 was purchased in 1961. Buses numbered 19-21, GMC TD-4007, 40 passenger doisel-hydraulic GM Coaches were purchased from San Diego Transit System. The above mentioned No. 47 was delivered in May of this year. With this extra long, extra wide TDH-5303, it is reasonable to assume that in future orders, more 51 or 53 seat buses will be purchased. All seven of MMBL's fishbowls are in service on the Whittier Blvd. main line, which runs more frequently on Sunday than any of the three LAMTA lines serving Whittier Bl.

SANTA MONICA MUNICIPAL BUS LINES. Add one more TDH-4519 to your SMMBL roster. Besides the 4519 numbered 4567 mentioned here last month, SMMBL had number 4568, TDH-4519--062 delivered to it at the same time.

NATIONAL CITY LINES. From the NCL annual report for 1962, we learned that with the sale of Long Beach City Lines/Motor Bus Co., this month, NCL will have only one property in California--Pasadena City Lines. From the scant details of the report, we learned of the sale of Pacific City Lines (an NCL subsidiary) to an unknown (to us) company. The report further mentions the sale of San Jose City Lines and Stockton City Lines to the "New" Pacific City Lines. Other properties that were once operated by NCL are: Glendale (abandoned), Sacramento (sold), Los Angeles (sold), Inglewood (sold), Oakland (sold), Fresno (sold) and Burbank (sold).

GLENDALE CITY LINES. The Glendale NCL property, which was shut down in the fall of 1962, because of a strike was abandoned, and franchises given up. Operation of GCL's has been taken over by LAMTA lines 20--East Glendoaks-Kenneth Rd. and 22--Atwater-East Colorado, which began operation on December 26, 1962. LAMTA buses on ex-GCL lines were: Line 20--6648, 6651 and 6660; on Line 22--6654 and 6663. Since the day that the strike began, the GCL coaches were put into the yard and remain there still.

On August 2, 1963, we visited the GCL yard and observed the following: At the front of the yard, there could be seen 20 ex-LAMTA GMC TD-4507 of the 6951 class. These are the coaches NCL purchased for El Paso's "new Juarez service." The rest of the buses were used during Glendale City Lines' last days of service. Included are 7019 (ex Long Beach) a TG-4006, 7621, 7622 and 7623 (also from Long Beach) TD-3602, 1638 and 1639 (ex Stockton) TD-3609, and 8602 (ex-Pasadena) TD-3602. 7621-7623 came to Glendale from Stockton, via Long Beach. It is interesting to note that there is not one "pure" GCL bus stored there. NCL doiselized Glendale in its last months using spare buses from its other properties. All of GCL's 9600's, gas powered TG-3606's were sold. These World War II coaches were standard equipment on Glendale City Lines for close to 20 years.

CALIFORNIA CAPITULATIONS (CONTINUED):

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT. AC Transit is to make some improvements on some of its lines. A new peak hour Trans-Bay commute operation will be established in the Montclair area, and will use the Mac Arthur Freeway and Park Blvd., cutting travel time by ten minutes. Extension of Lines 7 and 75 south of Grizzly Peak Blvd. will open up new areas of the Berkeley Hills to transit service. Proposed consolidation of Lines 7 and 75 will provide Saturday service along Grizzly Peak Blvd. and an increased frequency along Arlington Ave. in Kensington. Line 59--Broadway Terrace and Line 76--Montclair Ave. will have direct Saturday service to downtown Oakland and Jack London Square. The lines now enjoy thru service on weekdays only, schedules being combined with Line 11--Oakland Ave. to provide 15 minute service on Broadway. On July 1, 1963, Line 79--High St. and Line 54--Thirty-Fifth Ave. had evening service improved. Line 79 was increased from every 45 to every 30 minutes; 54 was stepped up to an improved 45 minute headway.

AC Transit has received bids for 30 new 51-73 passenger coaches, with an option to buy more. These buses will be used for even further expansion of ACT transit service.

ASBURY TRANSPORTATION CO. A model 41-S Twin coach formerly owned by LAMTA and in its 1000-1009 series, which was originally purchased by Asbury Rapid Transit System, has been spotted with with LAMTA markings and numbers and in its last-applied Metropolitan Coach Lines paint job but with big red letters near the front door reading "Asbury Transportation Co." Asbury, of course, is out of the bus business and is currently a truck operator in the Los Angeles area.

SEÑORITA DRUM AND BUGLE CORPS. This band group is now using an ex-LAMTA Flexible-Twin FT-2P-40, reported as 1028, but possibly the 1026.

GOLDEN BEAR. Golden Bear, a local charter operator is now operating number 109, a GMC PDA-4101 formerly of the LAMTA 2000-2007 and PE-HCL 225-232 series.

CLUB NEWS

MEETING NOTICE. The October meeting of the United Transit Boosters will be held on Sunday, October 13, 1963 at the residence of General Manager Gerald L. Squier, 829½ North Hayworth Ave., Los Angeles, and will be convened at 7:30PM. At the close of the business meeting, entertainment will consist of slides of transit operations in Ohio. Ohio Night slides will consists of bus, trolley coach and rapid transit views of Cleveland Transit System, PCC cars on Shaker Heights Rapid Transit, and bus and trolley coach of Columbus Transit Company and of Dayton's City Transit Lines. Members, guests and interested persons are invited to attend.

SAN FRANCISCO TROLLEY COACH EXCURSION. UTB will operate a "Trolley Coach excursion over the lines of the San Francisco Municipal Railway, using both a 44 passenger Twin Coach, and a 48 passenger St. Louis Coach. Fares for the trip will be \$3.00 to UTB members and \$3.50 to others. The trip will be run from 9:00AM to 4:00PM, with a lunch stop at "Playland" around noon. **DATE:** Sunday, October 27, 1963. Watch for our flyer for further details. Patronize the ERHA-SC PCC S. F. M. Ry. trip on Saturday, October 26, 1963.

EL PASO - JUAREZ

OBSERVATION OF TRANSIT OPERATIONS
By Henry Leinbach, Jr.

(Editors Note: Material for the following article was taken from a letter to us from Henry Leinbach, Jr. Mr. Leinbach is from Washington, D. C. and was quite active in the Washington Division, WRA, and its publication, THE HEADWAY RECORDER. Mr. Leinbach now resides in El Paso his employment with the Atomic Energy Commission requiring the change.)

Contrary to the report as published in THE BOOSTER last month, there is more than one transit operator in Juarez. The company mentioned, Transportes Chiguahenses, is not actually a local operator, but instead is an inter-city bus operator running buses to such places as Mexico City, out of Juarez. There are actually four operators in Juarez AUTOBUSES INTERNACIONALES is a concern operating between El Paso and Juarez via the Cordova Island Bridge, operating from the centers of both El Paso and Juarez. This line probably operates in the territory formerly served by EPCL's former Juarez Race Track Line, which was abandoned, not substituted in 1945, according to one report, and in 1950, according to another source. This operation has some three GMC TDH-4507's that have been seen (73-75) and perhaps an equal number of TDH-3610's, numbered in the high 50's.

CIRCUMVALUCION BUS LINES. Recently CBL was spotted. This operation uses engine in front school type buses. The arrest of some six of their drivers for stealing ticket books made the El Paso papers.

LINEAS DE CIUDAD JUAREZ. L de CJ is an operation with perhaps 10 or 15 buses, whose outside appearance is quite impressive. This group has perhaps ten buses (40-49-?) which have double doors in an engine in front bus with capacity of about 25 or 29 passengers. They also have some buses with Wayne bodies, numbered in the 100's.

AUTOBUSES URBANOS. The biggest of the Juarez local operations is AU, which uses mostly Wayne Body transit-type buses of about 25 passenger capacity. Four of these buses have been seen running along Juarez Streets. It is suspected that their total rolling stock is about 50 buses.

EL PASO CITY LINES. EPCL operates 79 diesel buses and 19 PCC cars:

Vehicle Number	Builder	Model Number	Year Built
1501-1520 (19)	St. Louis Car	PCC-air electric	1936
1997	GM Coach	TG-4007	1945
2554-2555,	GM Coach	TDH-3610	1947
2563-2580,	GMC	TDH 4507	1947
3055-3059, 2753-2762	GM Coach	TDH-4509	1950
3347, 3349	GM Coach	TDH-4008	1947
3402	GM Coach	TDH-3714	Late 1950's
3677, 3683-3686,	GM Coach	TDH-4517	1960 or 1961
3821, 3823-3829	GM Coach	TG-4006-4007	1944
3964-3983	GM Coach		
7024-7026	Yellow Coach		

(probably ex Long Beach)

EPCL operates 12 bus lines, and the one (El Paso-Juarez) car line. It has been rumored that Juarez wants to get rid of the cars, but EPCL is unwilling to purchase 30 new busses and to repave the streets without the benefit of a fare raise. The used buses purchased from LAMTA MAY be for use on lines of a Juarez local operation, but they may ALSO be for the replacement of the PCC's. (Time will tell. As of September 10th, there were only about five or six ex-LAMTA buses left at Glendale Ed.)

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