

# THE BOOSTER

Monthly Publication of The United Transit Boosters

*"Dedicated to Better Transit"*

Vol. 1, No. 4

April, 1964

Ten Pages

0115 0117 0119 In an imaginative plan to increase transit patronage, the EASTERN MASSACHUSETTS STREET RAILWAY COMPANY has proposed the establishment of a rapid transit bus system for the south Boston area. The plan calls for the paving of the now-abandoned Old Colony railroad right-of-way between downtown Boston's South Station and South Braintree in the South Shore area. The Old Colony Rapid Busway would be a bus only private-right-of-way, and would be put into use in the second step of the establishment of South Shore Express bus service. In the initial step, eleven express bus routes would be established, using the Southeast Expressway until such time as the railroad right-of-way can be paved. The eleven lines (numbers are our own) will be known as follows:

- 1-Squantum Express
- 2-Norfolk Downs Express
- 3-Wollaston Express
- 4-Quincy Square Express
- 5-Quincy Adams Express
- 6-Weymouth Landing Express
- 7-East Weymouth Express
- 8-Hingham Express
- 9-Braintree Express
- 10-Holbrook Express
- 11-Brockton Express

Fares on the rapid busway would be generally less than those in effect at the time of the demise of the Old Colony rail service, however, they will be 10¢ higher than fares in effect at the time of EMSR's trial express bus service in 1959. The extra 10¢ will be turned over to the METROPOLITAN TRANSIT AUTHORITY (of Boston) to make-up for the loss of revenue to the MTA caused by per-

sons who elected to use the rapid busway instead of the present EMSR bus and MTA rail co-ordinated service. Advantages of the proposal over the present rail-bus service is that service between downtown and the suburbs could be provided in a single vehicle, and that a savings in travel time could be attained by the elimination of the transfer period.

Editorial Comment: The paved busway would be a good idea, if the polititions and emergency vehicles can be kept off of it.

111 112 113 114 115 The CLEVELAND TRANSIT SYSTEM recently announced that it was ordering 50 new 52-53 seat diesel transit coaches. As in their last order of buses, CTS split the award; half going to General Motors, and half going to Flxible. Presumably, the Flxibles will be of the F2D6V-401 type similar to the 125 that CTS already has. Of the 25 GM units, 20 will be TDH-5303's while the other five will be "equipped for high-speed charter service." This could mean specially equipped TD-5303's or it could mean suburban-type SDM-5302's. We'll have to wait and see.

116 117 118 119 120 The NEW YORK CITY TRANSIT AUTHORITY has announced the establishment of special new routes from the Brooklyn and Queens areas to the New York Worlds Fare, which opened recently. Brooklyn area routes are: B/80--WORLDS FARE EXPRESS and B/58--CORONA AVE, which is a regular route, but which will be supplemented by Worlds Fair specials. Queens area lines are: Q/44WF--BRONX-WORLDS AIR Q/44WF--JAMACIA-WORLDS FAIR, and Q/48--LA GUARDIA AIRPORT.

# CLUB NEWS

## MEETING NOTICE

The May meeting of the United Transit Boosters will be held in the studio-auditorium of the Gary-Knause Apartments, which is located at 245 South Lucas Avenue in Los Angeles. It will be held on Sunday evening, May 10, 1964, and will be convened at 7:30PM. To reach the meeting by public transportation, board a northbound Line 4--MELROSE AVENUE LAMTA coach on Hill St. in downtown Los Angeles, ride to Third and Lucas; then walk one block north. The location is being provided through the courtesy of member Dick Willis. Entertainment for the evening will consist of various and sundry views of LAMTA transit operations, which will be in the form color slides.

NEW MEMBER. We wish to extend a very hearty welcome to Robert Fried (No. 29) our newest member. Mr. Fried hails from the New York City area, and likes <sup>all types</sup> of transit, bus, streetcar, subway and railroad.

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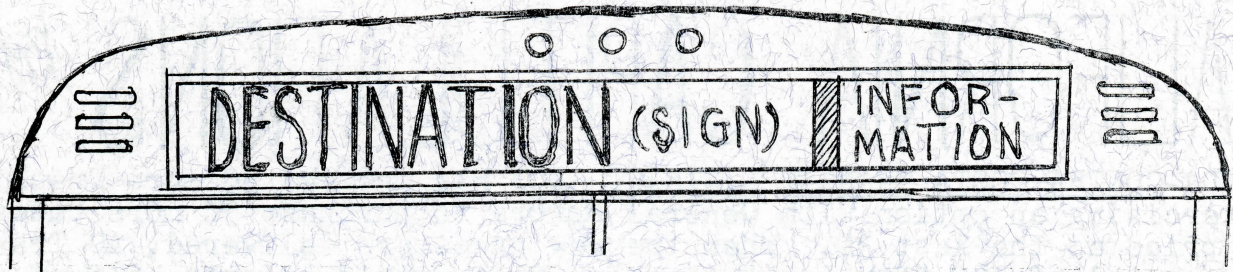
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General Manager Gerald L. Squier  
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# EDITORIAL COMMENT

It has come to the attention of the management of this organization that relations with some individuals in the transit industry are not all that could be desired. It has been said that some officials do not have too much confidence in us, and/or resent our interest as if we were prying into matters that are none of our business. Other officials ask why they should co-operate with us? What will we do for them if they do co-operate? In order to answer these charges and questions, one must delve quite deeply, philosophically, into our aims and purposes, however, it is not our intention to do so at this time.

Of more immediate importance is to try to discover why and/or how this lack of confidence came about. Probably the main cause for suspicion of the UTB by transit industry people, is the matter of their own liability. As common carriers, transit companies have had strict liability placed on them by law. In most cases of litigation which came about as the result of damage or injury to a passenger, the common carrier is considered at fault. The result of legal decisions along this line has, over the years, caused increased insurance rates. This, along with increased labor costs, has driven many a small company out of business, and has caused many larger companies to become publically owned and operated. Up until the time that UTB was formed, anyone interested in the details of transit operations was probably an insurance investigator, looking for facts to bolster his case.



This is to introduce a new feature of THE BOOSTER, which we are calling DESTINATION INFORMATION. We had thought of calling this department "The Sign Box" but another publication has already used that name--besides, "Destination Information" has a more rythmical sound. Our purpose here is to list headsign readings on a complete curtain that could be found in a given transit vehicle or series of vehicles. These signs indicate the lines on which the buses in which they were placed, regularly operated on--and which lines the buses sometimes operated on. The lists also indicate what sign you, as a transit rider, could have expected to find on your bus, etc.

This month's lists were provided by Lazear Isreal.

PE 2086 (WHITE 798-6)

NORTH HOLLYWOOD
NORTH HOLLYWOOD
STUDIO CITY
SHERMAN OAKS
STUDIO CITY
SAN FERNANDO
VAN NUYS
CANOGA PARK
BIRMINGHAM
HOSPITAL
HOLLYWOOD
VENTURA BOULEVARD
NORTH HOLLYWOOD
VIA RIVERSIDE DR.
VAN NUYS
VIA RIVERSIDE DR.
LOS ANGELES
LOS ANGELES
VIA RIVERSIDE DR.
LOS ANGELES LIMITED
SPECIAL
OUT OF SERVICE
REDONDO BEACH
EL SEGUNDO
WESTCHESTER

LATL 6221(TD-4506)

SPECIAL
SCHOOL BUS
NOT IN SERVICE
84 WESTERN AVE.
84 WESTERN TO IMPERIAL
84 WESTERN TO HOLLYWOOD
84 WESTERN S. MONICA BLVD.
84 WESTERN TO 85TH ST.
84 WESTERN TO FLORENCE
84 WESTERN TO 54TH ST.
85 CRENSHAW
85 VINE-LA BREA
85 CRENSHAW TO VINE-LA BREA COLISEUM
85 CRENSHAW TO VINE-LA BREA ADAMS
85 CRENSHAW TO VINE-LA BREA HOLLYWOOD
85 CRENSHAW TO VINE-LA BREA MANCHESTER
85 CRENSHAW TO VINE-LA BREA FLORENCE
85 CRENSHAW TO VINE-LA BREA 54TH ST.
85 CRENSHAW TO VINE-LA BREA VENICE BLVD

(CONTINUED)

LATL 6221 (CONT'D)

54 MANCHESTER-FIRESTONE
54 MANCHESTER TO INGLEWOOD
54 FIRESTONE TO SOUTHGATE
50 FLORENCE-SOTO
50 FLORENCE TO VANNESS
50 FLORENCE CRENSHAW & 67TH
50 SOTO AVE 20 & PASADENA
50 SOTO GRIFFIN & MAIN
50 SOTO COUNTY HOSPITAL
50 OLYMPIC & SOTO ONLY
50 SLAUSON & PACIFIC ONLY
50 FLORENCE TO WESTERN

We offer our apologies for the lack of consistency in lettering and spacing that was present in the original signs. LOS ANGELES TRANSIT LINES 6221 was apperantly a Div. 5 based bus, while PACIFIC ELECTRIC's 2086 was a Western District coach.

# CALIFORNIA CAPITULATIONS

By Warren J. Quinn

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT ACT has ordered 30 more Transit Liners by exercising an option with General Motors to purchase 30 more buses at the same price as the last 30. When the new buses are delivered, AC Transit will have a total of 340 "New Look" coaches, which would be over half of their fleet of 637 coaches operated. The new order of buses will be similar to last year's order, except that only 15 will have bucket seats. The other 15 will have standard seats, which will result in a savings of \$14,400. The total cost for the order will be \$810,000. As in the 1963 order, 15 are to be narrow width, 51-seat TDH-5304's, probably numbered 315-329, and 15 45-seat TDH-4519, probably numbered 765-779. Upon their arrival, the new 'bowl' will replace the final and remaining gasoline-powered 41-seat Mack C-41GT's, which were built in 1947, and which are in the 2501-2560 series of ACT. In the words of ACT's General Manager, KENNETH F. HENSEL, the arrival of the new buses will "bring to an end the transit era of gas fumes and high maintenance costs" (for ACT). In March, ACT retired its last remaining 16 gasoline-powered 36-seat GMC TG(M)-3609's, which were built in 1946, and which are in the 1300-1344 series. The 16 "gas buggies" spent their last days working on neighborhood lines out of ACT's Richmond Division. Their numbers are: 1301, 1304, 1306, 1307, 1310, 1311, 1314, 1316, 1319, 1322, 1325, 1329, 1331, 1337, 1339 and 1344. Twenty of the 1300-1344 series coaches were converted to diesel and were renumbered into the 1200 series. In this renumbering, the 13 was changed to a 12, with the last two digits remaining the same (e. g. 1305 became 1205.) Among coaches that were deiselized and which will be retained are: 1205, 1207, 1215, 1220, 1224 and 1230. The final nine of the 1300-1344 series have already been sold or scrapped. ACT's transbay service has been deiselized for some time now; the last "gas buggy" over the Oakland-Bay Bridge was a Mack C-41GT on July 31, 1961.

The new "Shop A Round" Downtown Oakland pass has had sales averaging 300 a day, and has been as high as 1700 in a single day. On March 14, 1964, Berkeley merchants temporarily suspended the 16-month old "Ride and Shop" plan, which provided a free round trip to downtown, for Berkeley shoppers. This was done to evaluate the Oakland "Shop A Round" pass and their own (present) "Ride and Shop" plan. The ACT all day Sunday 60¢ pass has increased ACTransit's Sunday revenue by 7½%, since it was started on July 1, 1962. (Perhaps LAMTA might be able to use a modified Sunday pass to boost its Sunday riding.)

The seventh and newest ACT city express line, 38--OAKLAND-EAST OAKLAND-SAN LEANDRO, which started on January 20th, has had a reported increase of 84.7% in revenue since its first week of operation. Transbay line V--MONT-CLAIR-CRESTMONT express, had another trip added to it in the PM rush, recently. They now leave San Francisco at 4:43, 4:58, 5:07, 5:17 and 5:33PM.

Part of ACT's Richmond Division may be sold to the City of Richmond, for the purpose of widening the Mac Donald Ave. underpass.

In the interest of promoting safety and improving bus drivers' skills, ACT is holding a "Bus-O-Rama" to determine who is the best bus driver on ACT. The program will consist of an obstacle course, with traffic conditions simulated. Drivers will be rated on their smoothness of operation, among other things.

The first of three passenger shelters for San Leandro and Hayward, was erected in March, at the corner of Davis and Douglas Streets in San Leandro. These shelters will offer transit patrons protection from the elements. Of the other two shelters, one will be placed at Fargo and Washington Avenues

## CALIFORNIA CAPITULATIONS--ACT (CONTINUED):

in San Leandro, with the other one being erected in Downtown Hayward.

Effective January 5th, transbay line B--SAN FRANCISCO-OAKLAND VIA GRAND AVENUE began serving the Army base, instead of line A--SAN FRANCISCO-OAKLAND. Service to the Army base consists of three round trips, to the base in the morning, and returning in the afternoon. On December 12th, line 36--WASHINGTON MANOR EXPRESS VIA BONAIRE, which runs between Oakland and San Lorenzo Village, was extended from Washington Ave. and Lewelling Blvd. to Paseo Grande and Helperian Blvd. Service consists of two morning rush-hour trips to Oakland, 6:50 and 7:31, and two afternoon rush-hour trips from Oakland, 4:50 and 5:20.

In March, AC Transit was repainting the bus loading areas in the Trans-Bay Terminal.

SAN FRANCISCO MUNICIPAL RAILWAY. SFMRy had another bad fire recently. In the latest instance, bus No. 0443, a 44-seat White 798 was rendered a "total loss". Meanwhile, bus No. 061, a 1939, 32-seat White 784 had its second fire in six months; fortunately, no serious damage was done. Incidentally, many parts from 1948 White 798's are used to maintain the fleet of three White 784's (Nos. 060-062), which is why the latter are still operating.

According to the latest rumor, SFMRy's 40 new buses will be General Motors TDH-5303 fishbowls, with hard plastic seats. If the rumor is true, this would be the first order of GM Coaches that Muni has purchased, it having purchased Macks and Whites in the past. (It might be interesting to note that SFMRy is the largest operator on the Pacific Coast without a single GM Coach on its roster.) However, both White and Mack are out of the bus building business, at this time--still Muni needs new equipment. SFMRy, although it never bought a GM Coach before now, did operate some Yellow Coaches (GM) after it took over operations of MARKET STREET RAILWAY, in 1944, and inherited several TG-3602, TG-3601, TG-3606, TG-4502 and some TD-4505. Muni got rid of these General Motors products fairly fast, though.

SAN DIEGO TRANSIT SYSTEM SDTS has sold five of its 20 GM TDH-4509's that are up for sale. The five 900 series coaches were sold to an unknown operation in Minneapolis-St. Paul, and were painted white and blue (from top to bottom) divided at the belt rail, for the new owners. Coach and serial numbers are: 937, TDH-4509--091; 940, TDH-4509--094; 951, TDH-4509--105; 953, TDH-4509--107; and 961, TDH-4509--734. The 961 had been painted as a "Starlite Opera" bus, and as the result of a wreck, has a "4512 front end" of which the most noticeable feature is its turn signals, which are different from its sisters. In February, SDTS also sold its last two "Funliner" coaches. These coaches were originally standard ACF-Brill C-44 transit coaches. They were remodeled by removing the roof and windows. (SANTA MONICA MUNICIPAL BUS LINES did this to several of their White 782's). Originally, there were five "Fun Liners": 735-Mount Cuyamaca, 730-Mount Palomar, 724-Don Diego, 715-Sun Liner, and 701-Fun Liner. The 701 was sold to the San Diego Youth for Christ on November 11, 1963; 715 was sold to George Wilmouth of Bus and Truck Repair, of Los Angeles on February 24th.

UTB member Bill Wootton informs us that because of the opening of "Seaworld" a public attraction at Mission Bay, similar to Los Angeles' "Marineland of the Pacific", SDTS restored mid day through service for line T--CROWN POINT passengers on March 21st. Line T was slightly rerouted to to serve Seaworld, which is only a 23 minute ride from the Plaza. Seaworld is pushing the use of Line T, in fact recent ads in Los Angeles papers suggest using Line T to get to Seaworld. Former Line T service consisted of one coach operating 45 minutely Monday thru Friday and hourly on Saturday, which connected with Line R--LA JOLLA coaches for Downtown San Diego. Present service consists of two buses running between the Plaza and Crown Point

## CALIFORNIA CAPITULATIONS--SDTS (CONTINUED):

on a 45 minute headway, Monday through Saturday. Sunday Line T service runs only between downtown and Seaworld, but on a 30 minute headway, also using two buses. Line 6--POINT LOMA-NORTH PARK is San Diego's only crosstown line on a 45 minute base headway, Monday thru Saturday, was rerouted, on March 16, to serve people at the Stardust Hotel Circle and Mission Valley Inn Circle. Formerly, Line 6 coaches did not serve these locations, as it used the freeway to Mission Valley Shopping Center. Line 4--PACIFIC BEACH--LOMITA VILLAGE, on April 13th, one day after the new extension to Skyline and Meadowbrook (TB 3/64), had one trip cut from Monday thru Friday morning rush hour schedules; one trip in each direction, providing a 30-40 minute AM rush service.

The California Public Utilities Commission staff approved SDTS's application to raise token fares from 6/\$1.50 (25¢ ea.) to 4/\$1.10 (27½¢ ea.) and a raise in zone fares from 8¢ to 10¢ per zone; cash fare remains at 30¢. Only two bus riders protested the proposal to the PUC, who ordered the raise to be effective April 1st. SDTS General Manager, JAMES C. HAUGH, who had earlier estimated that the fare increases would provide almost \$200,000 annually, testified that even with the fare increase, SDTS would lose \$136,300 because of steadily declining passenger volume. The PUC staff disagrees that SDTS would lose that much business, and predicted that SDTS would have a net profit of \$200,600 with the new fare increase. Bill Wootton, by visual observation, noted that riding has already fallen off sharply from the former level, as a result of previous service reductions and fare raises.

The city council voted no on the \$85,000 subsidy for SDTS. The vote was three yes, and three no, the Mayors no vote deciding the issue.

On March 13th, YELLOW CAB OF YUMA (Ariz.) had its only bus, No. 1, a 1953 GMC TDH-4512--079 in the SDTS shops for major repairs. At the time that we spotted this bus, we noted that paint was peeling off the coach, and that the seats had been ripped. The bus was painted yellow and white, similar to OCEANSIDE TRANSPORTATION SYSTEM, and is used on a run between Yuma (which has no local bus service) and San Luis, Mexico. While the bus is being repaired, its Mexican passengers will have to walk.

LA RAMBLA BUS LINE. LRBL, part of the San Pedro transit complex, discontinued Sunday service on March 1st. Sunday service consisted of a half-hourly service between 10:00AM and 6:00PM. Uneven half-hourly Saturday service from 5:40AM to 7:30PM, which is similar to the Monday to Friday schedule, except for the latter 15 minute rush hour service between 3:20PM and 5:50PM., is unchanged.

The La Rambla Line was one of the two most important PACIFIC ELECTRIC San Pedro Local Lines (the other being the Point Fermin Line) and was the last San Pedro local line operated by streetcars, which were taken off on January 23, 1938.

The elimination of Sunday service by this company may be followed by the other financially weak San Pedro companies. At the present time, all other companies in San Pedro offer Sunday service.

LRBL's fleet consists of three buses: No. 38, GM TGH-3101--236, No. 40 GM TGH-3101--506 and No. 43, a 27-seat Ford Transit. No. 38 was acquired in 1960 from BENNINGER TRANSPORTATION SERVICE of Richmond, who was forced out of business by AC TRANSIT. No. 40 was acquired in 1959 from Detroit, where it was numbered 340 and has no rear exit door.

PENINSULA TRANSIT LINES. PTL will discontinue a trial bus operation in Menlo Park on May 1st. The service was started on December 2nd and was financed by the Menlo Park City Council for a six month period--the operation was unsuccessful, unlike the Palo Alto operation which has increased patronage by over 300 passengers a day. The Menlo Park service was operated from the Menlo Park SOUTHERN PACIFIC depot, and consisted of two lines. Line 16--

## CALIFORNIA CAP ITULATIONS--PTL (CONTINUED):

WEST MENLO PARK and Line 17--EAST MENLO PARK were run Monday thru Friday on a hourly schedule between 7:00AM and 6:00PM, using only one bus on both lines. A 25¢ fare was collected; free transfers could be made between Palo Alto Lines 3 and 4. PTL will maintain an on call Jitney service in Menlo Park; this probably means taxicabs, as PTL also owns YELLOW CABS there.

PTL extended Palo Alto route 4--VETERAN'S HOSPITAL to the Stanford Shopping Center; because of this longer routing, headways were reduced from 30 minutely to 40-45 minutely--this, on weekdays.

PTL has given the City Council of Redwood City until April 6th to decide whether or not they will subsidize PTL's Redwood City operations, for a three month period at \$50.00 a day, to see what would happen. If Redwood City says no to PTL, they (PTL) will file an application with the PUC to pull off one of the buses now needed to run the already poor Redwood City operations (TB, 3/64), leaving only one bus to serve all five Redwood City lines. If Redwood City says yes, PTL will have all of its transit operations subsidized. Is this a sign of our times?

BAYSHORE TRANSIT LINES. Sometime late last year, BTL acquired at least two former LAMTA TDH-4507's of the latter's 6951-6969 class. BTL has painted these buses white and yellow, and has numbered them 60 (ex 6969 TDH-4507--1080) and 61 (ex 6966, TDH-4507--1083).

SOUTHSHORE LINES. SL, which is belived to be the charter division of BAYSHORE TRANSIT LINES operates No. 351, a GM PDA-4101, formerly of LAMTA's 2000-2007 series.

WEST BAY RAPID TRANSIT AUTHORITY: California Senate Bill SB64, which provides for the creation of this authority in San Mateo County, was passed on April 5th in the Senate. The WBRTA would build and operate an interurban rapid transit system.

MARIN COUNTY TRANSIT DISTRICT. California Assembly Bill AB79 got past its initial hurdle recently, when it obtained the approval of that branch of the state legislature. The transit district would operate transit services now provided, for the most part, by WESTERN GREYHOUND LINES Marin County Division. MCTD, under the new bill, like LAMTA, would not be able to charter its own buses directly.

TRANSIT TAX RELIEF. The California Senate passed Bill SB-3 which will delight many California bus companies. It will exempt buses used exclusively for local mass-transit from vehicle weight fees. A similar bill was passed last year by both the California Senate and Assembly, but was vetoed by Governor Edmund G. "Pat" Brown. Let's hope that this time "Pat" realizes just how important some tax relief is to our hard pressed bus companies this year.

UNION PACIFIC STAGE LINES. Effective April 12th, the UNION PACIFIC RAILROAD's bus service connecting with U. P. trains at East Los Angeles will be reduced from two to one round trip in each direction. This will be in effect on each of the three connecting lines from the U. P. East Los Angeles Station: 1) to Pasadena, Glendale; 2) to Lakewood, Long Beach, San Pedro; and 3) Whittier, Anahiem, Fullerton. The reduction from two to one round trip daily is caused by the discontinuance of Train 9-10 CITY OF ST. LOUIS, which will be combined with Train 103-104 CITY OF LOS ANGELES-CHALLENGER west of Ogden, Utah. Thus U. P. will provide connections with only one train. These local lines are direct replacements branch line railroad operations. Equipment consists of GMC PDA-4101's painted yellow, with a grey roof and red trim.

# THE LAMTA MONTH

--- By Edmund A. Buckley, Jr.

## LAMTA RUN NUMBERS

LAMTA has an interesting system of numbering operators (bus drivers) work assignments. The work assignment or "run" is designated by a series of five numerals; the first two numerals indicate the line number, the third the type of assignment, while the last two is the assignment number for the particular line and type indicated by the first three numerals.

Here, we are concerned with the different types of assignments that there are. Line numbers were noted in this publication (TB-1/64) earlier, while the last two numbers are not particularly significant in the overall picture. Listed below are the ten different types of assignments--in this illustration, we are using a hypothetical line number (00) and assignment number (00), which donot exist, to bring out the importance of the "type" number:

00 <u>0</u> 00	Regular Run	Regular assignment of eight hours or more.
00 <u>1</u> 00	Assigned Non-Biddable Tripper	A piece of work of short hours on one line that can be combined with a regular run on another line to fill eight hours.
00 <u>2</u> 00	Full Unassigned Run	A Saturday or Sunday eight hour run that cannot be worked into a relief run. It is worked by the Extra Board. (There are now only two such runs: 68201, at Div. 9, and 01201 at Division 21.)
00 <u>3</u> 00	Biddable A. M. Tripper	An AM tripper held by a man with a regular run.
00 <u>4</u> 00	Biddable P. M. Tripper	A PM tripper held by a man with a regular run.
00 <u>5</u> 00	Non-Biddable A. M. Tripper	An AM tripper worked by the Extra Board.
00 <u>6</u> 00	Non-Biddable P. M. Tripper	A PM tripper worked by the Extra Board.
00 <u>7</u> 00	Biddable Fare Collector Tripper	Trafficmen's Assignments.
00 <u>8</u> 00	Relief Run	A five-day assignment, consisting of different runs, possibly on different lines.
00 <u>9</u> 00	Extra Work on Temporary Schedules	Runs used on a shcedule for special events (e. g. Rose Parade, Hollywood Bowl, ect.)

This information was provided through the courtesy of DAVID S. COBURN, Superintendent of LAMTA's Schedules and Statistics.



## THE LAMTA MONTH (CONTINUED):

LAMTA NEWS BRIEFS.

On April 6th, Line 124--LONG BEACH-ANAHEIM-FULLERTON received a number of added trips as a result of increased patronage, generally to and from Rossmoor Leisure World. Added were a Monday thru Friday trip at 4:10PM and a seven day a week trip at 8:30PM from Long Beach to Leisure World. The 5:50PM Sunday trip, from Disneyland, was rerouted over the "A" leg (Knotts-Hawaiian Garden) as opposed to the "G" leg (Garden Grave Blvd.) because of increased Knotts Berry Farm traffic. Additional service is also to be offered from Disneyland when the park closes after 7:00PM. In another change, the final trip from Fullerton now leaves at 5:37PM instead of the former 5:07PM.

On March 31st, the LAMTA Board of Directors approved a 5% "across the board" pay increase for all non-contract employees except management positions. On the subject of contract employees, negotiations with labor unions are now in progress toward arriving at new labor contracts before May 31st, at which time the present contracts end.

The opening of the 1964 Baseball Season brought forth a new LAMTA transfer form (form T-177) for use on Line 177--DODGER STADIUM SPECIAL. Previously, form T-EM (Emergency) transfers were used on the line. The new form is magenta in color.

Sunday, April 5th saw two service extentions. The first was the extention of Line 49--MAPLE-SOUTH FIGUEROA from Florence to Manchester, along San Pedro Street, on Sunday and Holidays, between the hours of 9:00AM and 2:35PM. LAMTA previously introduced night service in this area in 1962. Line 27--VERNON-SANTA BARBARA-LA CIENEGA was lengthened on Sunday, from Vernon and Leimert to Rodeo and La Cienega, providing service along outer Santa Barbara on Sunday, for the first time in recent years, if not ever. Line 27 is still through routed (on Sunday only) with Line 96--SOUTH NORMANDIE, using two buses.

Former LAMTA coach 1007, a 42-seat Twin Coach 41-S, has been seen in the Spruce Street yard of G. W. Singletary, a Riverside construction firm.

Additional coaches in the newly adopted LAMTA (light green and white) paint scheme have been seen recently. These coaches include: 2116, 2134, 2143, 2219, 2302, 2338, 2927, 2930, 2935, 5153, 5175, 5191, 5200 and 5992. Of this group, only 2134 is definately known to be rebuilt. It is this writers' hypothesis that all coaches authorized to be rebuilt (all of the TDH-4801's, except the 5100's) that have a 1964 paint date, have been rebuilt.

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SOUTH GATE MUNICIPAL BUS OPERATIONS

Beginning on Page Ten is an article, by member Jim Walker, on the history of bus operations by the city of South Gate. We think that Jim's article is quite good; we wish to encourage our readers to write articles, such as this one, or anything having to do with transit operations, for publication in this effort.

NOTES ON SOUTH GATE'S MUNICIPAL BUS LINE - 1923-1933 -- by Jim Walker

(from old newspaper clippings, and primarily from "Contributions Toward the History of the City of South Gate, California - prepared as a W.P.A. project by Tom Thienes - 1941-42)

South Gate (known earlier as "Home Gardens" by a real estate tract) was incorporated on January 20, 1923. Shortly after incorporation the city rented a bus to provide local transportation, since the Los Angeles Railway had never come through on a promise to extend the J car line further into South Gate. Following this the "Southern Extension Co." gave its "tract bus" to the city. The latter machine was known locally as "the old Maxwell." The city hired a lady as the bus driver for \$16 a week. The first route was from the J car line south on Seville to Liberty, then east to Otis. The fare was 5¢ one-way. At length the so-called bus given by the Extension Co. was afflicted with "cirrhosis of the cylinders, or some other metallic equivalent of senile decay, and went the way of all flivvers." The rented bus remained, and the city rented, and later purchased, a Graham truck. The city equipped it with a multi-seat tonneau.

In July, 1923, the city authorized the Home Gardens Bus Company to establish a route. However, this was rescinded in April, 1924, due to many traffic law violations by the drivers.

The City rented another bus, and later bought two new ones. Before the end of 1928 nine City-owned motor coaches were in operation.

Municipal ownership was expensive despite economies. At the very first, and for the decade of the operation no other solution could be found to local transportation needs. Expenses for the year ending January 31, 1925, were \$20,436.03, which was \$2,635.16 over income. Add to this depreciation of the buses and garage of \$6,809.13, and it made a total loss of \$9,444.29. By 1932 the deficit was running \$2,000 per month. By this time South Gate's population had quadrupled to over 20,000 and the lines had been extended to sparsely settled areas. The problem was that in the restricted area inside South Gate's city limits there were simply not enough passengers to pay running expenses, let alone make a profit, and at the same time make it possible to maintain an adequate service.

In June, 1933, the Board of Trustees of South Gate approved the application of Los Angeles Railway to extend bus service into South Gate without a franchise. On July 31, 1933, South Gate discontinued its municipal bus operation as per its agreement with Los Angeles Railway.

(LARY service from 1933-44, LATL from 1945-58, and LAMTA to date will be covered in another article.)

POSTSCRIPT - LARY had promised in the early 1910's to extend J line service into deep South Gate. In March 1964 through service was finally extended when the LAMTA replaced two branches of the 53 feeder bus service by through 9 line buses, which were the replacement for the late J line, abandoned March 31, 1963.

Anyone having pictures of the municipal operation or LARY operation in South Gate is requested to contact the UTB.